



Ninth Coast Guard District
Guardians of the Great Lakes



2005 NINTH DISTRICT SPECIAL NOTICE TO MARINERS



U.S. Department of Homeland Security

United States Coast Guard

Ninth District

LOCAL NOTICE TO MARINERS

SPECIAL EDITION
JANUARY 2005

THIS SPECIAL NOTICE SHOULD BE RETAINED FOR READY REFERENCE.

This Special Notice to Mariners was prepared by Commander, Ninth Coast Guard District, Aids to Navigation Branch (oan). While every effort was made to ensure the accuracy of all information, some changes may have been made since the date of publication. Errors noted, or suggestions for subsequent issues should be sent to the address below.

The Great Lakes mariner should rely on the Ninth District Local Notice to Mariners as the primary source of marine information for the Great Lakes waters, with Broadcast Notice to Mariners providing supplementary-last minute information. The Local Notice to Mariners is now published year round and may be viewed on the internet at <http://www.navcen.uscg.gov/lnm/d9/default.htm>. The Local Notice to Mariners is edited and published at:

COMMANDER, NINTH COAST GUARD DISTRICT (oan)
1240 EAST NINTH STREET
CLEVELAND, OHIO 44199-2060
Or
TELEPHONE: (216) 902-6069



Front Cover: Big Sable Point Light.

EMERGENCY PROCEDURES

RADIOTELEPHONE (VOICE) DISTRESS MESSAGES

EMERGENCY CALLS: The Distress call "**MAYDAY, MAYDAY**" is used only if a vessel is threatened by **GRAVE** and **IMMINENT** danger; and immediate assistance is needed. The distress call has absolute priority over all other transmissions and need not be addressed to any particular station. Any mariner hearing a distress call shall immediately cease all transmissions that may interfere with the distress call and continue to monitor the frequency that the distress call was heard from. Be prepared to assist if necessary. If no other stations respond to the distress call after a short period of time, call the vessel in distress and gather as much information as possible, then relay it to the Coast Guard.

If you are in distress (i.e., threatened by GRAVE and IMMINENT DANGER), transmit the international distress call on Channel 16 (156.8 MHz) VHF-FM. Enclosures (1) and (2), when used appropriately will greatly enhance your ability to make an effective distress call. In the event you have a medical emergency, provide the information requested in enclosure (3).

(If assistance is needed due to reasons such as engine failure, lack of fuel, etc, a simple call to the Coast Guard or another station is all that is needed. See "non-emergency calls" below.)

EMERGENCY INFORMATION: When in distress, observing another vessel in difficulty or hearing a distress call, supply the following information to the Coast Guard unit that answers your call:

1. Your position, and (if possible) the bearing and distance of the vessel in difficulty.
2. Nature of distress or difficulty.
3. Number of persons aboard the vessel in distress (if known).
4. Description of the vessel in distress or difficulty.
5. Your intentions, course, speed, etc.
6. Your radio call sign, name of your vessel, radio listening frequency and schedule.

EMERGENCY POSITION INDICATING RADIOBEACON: Emergency Position-Indicating Radio Beacon (EPIRB) are designed to save your life, if you get into trouble, by alerting rescue authorities and indicating your location. Proper registration of your EPIRB is mandated by Federal Communications Commission regulations and enforced by the U.S. Coast Guard. Additional information on EPIRBs can be found at www.navcen.uscg.mil.

CELLULAR PHONE SERVICE: Some areas upon the Great Lakes have a "***CG**" set-up with Cellular telephone service providers. Individuals should contact their service provider to see if this service is available in their area. The user dials ***CG** on their cellular telephone and they are immediately connected to the nearest Coast Guard Unit. The Coast Guard cannot conduct direction finding on the cellular phone frequencies. Thus, the Coast Guard maintains Channel 16 as the primary method to contact the Coast Guard in cases of emergency or other distress. All other traffic should be shifted to another frequency.

While cellular telephones are a popular way of communicating today, they are NO substitute for a vessel's VHF-FM Marine Radio. Cellular phone communication from a vessel is very unreliable and prone to loss of signal. Furthermore, the Coast Guard cannot "home-in" on a cellular phone signal to respond to someone in distress. While cellular telephones may be a convenient way to communicate with fellow boaters or the marina, they should only be used as a last resort for communicating a distress. If you carry a cellular phone on board your vessel, ensure you have extra batteries and that they are fully charged

TOLL FREE CALLS: The Coast Guard has established a toll-free Great Lakes EMERGENCY Search and Rescue (SAR) telephone line for any person on Great Lakes waters to use when reporting a maritime emergency, oil spill, false or "hoax" distress calls, etc. Use this toll free number to report an incident when you do not have radio communications with a Coast Guard unit.

GREAT LAKES EMERGENCY SAR LINE (Emergencies only) is (800) 321-4400.

NON-EMERGENCY CALLS

If you need information or assistance from the Coast Guard (other than in a distress situation), call the Coast Guard on Channel 16 (156.8 MHz) VHF-FM. In this situation you will normally be shifted to a common working frequency allowing the distress and calling frequency to remain open. The shift frequency normally will be from Channel 16 (156.8 MHz) to Channel 22A (157.1 MHz). ***REMINDER:** Channel 16 is a **Distress and Calling Frequency**. All conversations should be shifted to an appropriate working frequency after contact is established.

FALSE DISTRESS CALLS

There has been a significant increase in the number of false or "hoax" distress calls in the Great Lakes region over the last few years. Sending a false distress signal is prohibited and violators will be prosecuted. 14 United States Code 88 (c) states:

"An individual who knowingly and willingly communicates a false distress message to the Coast Guard or causes the Coast Guard to attempt to save lives and property when no help is needed is:

- (1) guilty of a class D felony;
- (2) subject to a civil penalty of \$5,000 and
- (3) Criminal Fee of \$250,000
- (4) six year imprisonment
- (5) liable for all costs the Coast Guard incurs as a result of the individual's action."

The Coast Guard and other agencies treat all distress calls as real until proven otherwise. Hoax calls put rescue personnel at risk; divert rescuers from real distress calls, and wastes public funds. Mariners who have information regarding a suspected "hoax" distress call should contact the Ninth Coast Guard District Command Center at 1-800-321-4400.

MARINE ASSISTANCE REQUEST BROADCAST

For vessels requesting assistance other than emergency or distress the Coast Guard will issue a MARB (Marine Assistance Request Broadcast) on VHF Channel 16 and 22A when specific alternate assistance is not requested or available. A MARB is made to solicit the voluntary response of anyone who can assist the mariner, such as a Good Samaritan or commercial assistance, who will respond at his or her own desire. Any vessel desiring to assist is asked to shift their radio to Channel 22a to coordinate with the Coast Guard and your vessel in their approach and assistance. This form of assistance generally produces excellent results. Likewise, any vessel hearing a Marine Assistance Request Broadcast is encouraged to offer their assistance to their fellow boater in need. If there is no response to the MARB within a reasonable time period, and no alternate assistance can be found a Coast Guard asset may be directed to respond. If a vessel responds to the MARB and desires to assist, the Coast Guard will maintain communications with the vessel and responder to ensure that the situation does not deteriorate and to ensure that the assistance arrives on scene. The vessel requesting assistance has the option to refuse any offered assistance, however if at any time the circumstances in the case deteriorate into a distress situation and exceed the capability of the assisting resource a Coast Guard asset will normally be dispatched.

SEARCH AND RESCUE OPERATIONS

VESSEL IDENTIFICATION: If your vessel is in distress and abandonment is necessary, **ACTIVATE YOUR EPIRB AND TAKE IT WITH YOU.** If you do not have an EPIRB, set your radio transmitter for continuous emission to provide rescue vessels and aircraft with a homing signal. This will make it easier for search and rescue forces to locate you. Coast Guard search and rescue ships and aircraft use radar to assist in locating disabled vessels. Wooden and fiberglass vessels are often poor radar targets; therefore, operators of disabled craft should hoist a radar-reflecting device as high above the waterline as possible. Any metallic object of irregular shape will make a good reflector. For quick identification at night, shine spotlights straight up. If aircraft are involved turn the light away once you are identified to avoid blinding the aircraft crew. If it becomes necessary to abandon your vessel, attempt to remain in the vicinity of the hull or any large debris that remains afloat.

OPERATING COAST GUARD DROPPABLE PUMPS:

In the event a pump must be dropped to your vessel, please follow these procedures:

- (1) Pull the handle to release the tension ring on the storage container.
- (2) Lift the lid, open the plastic bag and lift out the pump (do not lift pump with the priming handle; grab the frame).
- (3) Connect the hard, green suction hose to the inlet on the pump and submerge it in the flooded area of your boat.
- (4) Connect the flexible discharge hose and place it over the side of the boat.
- (5) Fill the gas tank.
- (6) Fill the pump housing with water (Do not operate the pump without water in the pump housing).
- (7) Pull out the green choke handle.
- (8) Wrap the pull cord around the starter reel and pull -- repeat as necessary until the pump starts.
- (9) As the engine warms up, push in the choke.
- (10) When the dewatering is complete or to stop the engine, push the stop switch on top of the spark plug.

CAUTION -- Once the pump is started, ensure sufficient ventilation is present.

WARNING -- Do not use the drop pump to dewater a boat with fuel in the bilge.

HELICOPTER EVACUATION PROCEDURES:

In the event a helicopter evacuation from your vessel is necessary, please follow these procedures:

- (1) Provide a clear area, preferably on the stern of your vessel.
- (2) Remove all items that might fly around from the strong downward draft of the rotor wash.
- (3) Lower all mast, booms, flagstaffs, antennas, etc.
- (4) Keep all unnecessary personnel out of the way.
- (5) When the helicopter arrives on scene, change course so as to place the wind thirty degrees off of the port bow of your vessel, and continue at a moderate speed.
- (6) The helicopter will provide all required equipment. If a stretcher is required, the helicopter will lower one specially rigged for hoisting (only the aircraft litter is authorized for hoist operation).
IMPORTANT: To avoid static shock, allow the basket or stretcher to touch your vessel prior to handling it.
- (7) If the stretcher is used, strap the patient in face up. In addition, if his condition permits, the patient should be wearing a life jacket. If a basket is used, place the person in the basket with his hands inside.
- (8) During helicopter evacuation from a vessel, if you have a radio aboard, the helicopter on the distress frequency may give further instructions.

Do not hook, attach or tie any lines from the helicopter to your vessel. An orange tending (trail) line may be lowered from the helicopter, use it to guide the basket or stretcher to the deck. When the basket or stretcher is ready to hoist, signal the hoist operator by giving the **thumbs up signal**.

SURVIVAL TIPS

PERSONAL FLOATATION DEVICES (PFD's): The Coast Guard recommends that persons wear PFD's at all times when embarked on vessels.

HEAVY CLOTHING: It is a common belief that someone dressed in heavy clothing or waders will sink immediately should they fall in the water; this is not true. The air trapped in the clothing provides considerable flotation and bending the knees will trap air in the waders, providing additional flotation. The secret is to keep calm. Do not thrash about or you will lose the air trapped in the clothing. Do not try to remove any clothing or footwear, or you will exhaust yourself as well as lose the air that keeps you afloat. Keep your knees bent, get on your back, and paddle slowly to safety.

HYPOTHERMIA: The loss of body heat occurs quite rapidly when in water. If your boat capsizes, it will probably still float. If fairly new (1978 model or newer), it will probably float even with you in it and full of water or capsized. Get in or on the boat to get as much of your body out of the water as possible. If you cannot get in the boat, a PFD will enable you to keep your head out of the water, which is very important since it is a high heat loss area.

SUDDEN DISAPPEARANCE SYNDROME: Sudden immersion in cold water can be very painful, cause rapid uncontrolled breathing, cardiac arrest (heart stoppage), and other problems. This may cause a person that falls in the water to go under and not resurface. Wearing a PFD is the only defense. If you must enter the water button up your clothing, wear a PFD, and enter the water slowly.

COLD WATER DROWNING: A drowning victim that has been underwater for a considerable time (up to 1 hour) and shows no signs of life, **MAY NOT BE DEAD**. Start CPR immediately, and get them to a doctor quickly. Numerous documented cases exist where victims have been resuscitated with no apparent harmful effects after long immersions.

ICE: Coast Guard policy is **ICE IS NEVER SAFE**. If you would like additional information on the dangers associated with ice, ask for the pamphlet *Danger! Thin Ice* by writing to Boat and Water Safety, Minnesota Department of Natural Resources, 500 Lafayette Rd, St. Paul, MN 55146.

Take a Safe Boating Course. It Could Save Lives!

Did you know that on average, over 80% of boating fatalities nationwide involved owner/operators who have NOT taken a boating safety course of any kind? Boating safety education saves lives. It could even save yours and those that boat with you. Take a Safe Boating Class through the USCG Auxiliary. No matter the size or type of vessel; whether you're a novice boater or an "old salt", a hunter, fisherman, or pleasure boater, we have a course that's right for you. For more information, log on to www.cgaux.org and click on Boating Classes. Remember: What you learn may save your life or someone you care about!

MARINE COMMUNICATION

RADIO - TELEPHONE COMMUNICATIONS FREQUENCIES

The following VHF-FM frequencies are available at most Coast Guard stations for communication with non-government vessels:

Channel 09 (156.45MHz): The increasing volume of radio calls, primarily between recreational boaters, has exceeded the capacity of Channel 16 which is designed to be only a hailing and distress frequency. In certain areas of high-density vessel traffic, critical distress calls are going unheard on Channel 16. Channel 16 is also the primary frequency for disseminating critical marine safety information and Urgent Marine Information Broadcasts. These transmissions are often "covered" by recreational vessel hailing transmissions. To help alleviate this concern, the Coast Guard and Federal Communications Commission have encouraged the voluntary use of Channel 9 as an alternative hailing frequency for recreational boaters. This policy in no way restricts use or monitoring of Channel 16, but simply offers an alternative, for use in congested areas, in an attempt to unclutter a critical safety frequency. This policy applies to U.S. waters of the Ninth Coast Guard District only. Neither the U.S. nor the Canadian Coast Guards plan to monitor or broadcast on Channel 9, its use is for hailing by recreational vessels only. Safety information and distress broadcasts will continue to be made on Channel 16.

Channel 12 (156.6 MHz): A port operations frequency for use in or near ports, waterways and locks, ship to ship, and ship to shore communications. Use is restricted to the operational handling and movement of vessels, safety of ships, and to the safety of persons in an emergency.

Channel 13 (156.65 MHz): Bridge to bridge communication channel for vessels on the Great Lakes. Channel 13 is intended for navigational safety information between vessels meeting certain criteria. It is not intended for the recreational mariner.

Use of marine radiotelephone Channel 13 on the Great Lakes: The Federal Communications Commission (FCC) has amended Part 80.308 of Title 47 Code of Federal Regulations designating VHF marine Channel 13, instead of VHF marine Channel 16, as the bridge-to-bridge channel on the Great Lakes. These rules were coordinated between the U.S. and Canadian Coast Guards and will relieve the increasing congestion on Channel 16, currently being used for bridge-to-bridge communications.

Channel 16 (156.8 MHz): International "calling and distress" frequency for **DISTRESS, SAFETY** and **CALLING**. The Coast Guard maintains a continuous watch on Channel 16 throughout the Great Lakes. FCC report and order 84-478, which became effective on 25 January 1985, prohibits routine radio checks with the Coast Guard on channel 16 (156.8 MHz). This rule change was requested by the Coast Guard to reduce congestion on the distress channel. Radio checks may be conducted on Channel 16 only by commission representatives, qualified radio technicians installing equipment or correcting deficiencies in the station's radiotelephone, or ship's personnel when requested by the Coast Guard. For further information concerning these regulations, write to Federal Communications Commission, Private Radio Bureau, Aviation and Marine Branch, Washington, D.C. 20554.

Channel 22A (157.1 MHz): Coast Guard working channel for exchange of navigational safety information. Bridge-to-Bridge Radiotelephone Regulations require certain vessels to be capable of transmitting and receiving on channel 22A. As the Coast Guard does not continuously monitor channel 22A, the correct procedure is to contact the Coast Guard on Channel 16 (156.8MHz) and then shift to Channel 22A. Use of channel 22A by non-government users is restricted to communication with the Coast Guard.

Channel 70 (156.525 MHz): Reclassified for exclusive use in a Digital Selective Calling (DSC) System. Normal recreational use is prohibited. At this time, Channel 70 has not been implemented by either the U.S. or Canadian Coast Guard.

CITIZENS BAND (CB) RADIO SERVICE

Coast Guard units, onshore or afloat, **DO NOT** monitor CB frequencies. The Coast Guard's primary calling and distress frequency is Channel 16 (156.8MHz) on VHF-FM marine band.

TIPS FOR RADIOTELEPHONE USE

Golden rule: "Listen and Think Before Transmitting."

1. **LISTEN.** Listen before transmitting to avoid transmitting on a channel that is in use.
2. **THINK.** Think before transmitting to avoid unnecessary breaks in communication while you decide what to say. Radio channels are too busy to waste valuable time; the person kept waiting may have a very important message to transmit.
3. **DISCIPLINE.** Radio regulations forbid unnecessary transmissions. Needless and superfluous transmissions are demand on an already overloaded communication system.
4. **UNNECESSARY TALKING.** Repetition of words and phrases should be avoided unless requested by the receiving station.
5. **POWER REDUCTION.** Always transmit at the lowest power that gives satisfactory communication.
6. **CONTROL.** Follow the instructions of the shore station that may indicate a channel to change to for further communication, or to stop transmitting. The shore station may be receiving a distress or safety message from a vessel out of your range and your transmission may be causing interference. When calling another vessel, name the channel to be used for further communications.
7. **DISTRESS MESSAGES.** If you hear distress traffic in progress, DO NOT TRANSMIT. However, should you be in a position to assist, inform the coastal station in control of your ability to assist at the first opportunity.
8. **CHOOSING A CHANNEL.** When trying to establish contact in poor radio conditions, do not occupy a channel unnecessarily- try another channel.
9. **CHANGING CHANNELS.** Announce your intention to change to another channel. If you are in communication, wait for an acknowledgment before changing.
10. **CALLING.** Although Channel 16 is also a calling frequency, do not call on Channel 16 if you know a working frequency is being guarded. When calling a shore station or another vessel, say the name of the station or vessel called (twice, if considered necessary in heavy radio traffic conditions) followed by the phrase "THIS IS" and your own vessel's name. To help the vessel called, indicate the channel in use. Example: "Port City, Port City, This is Sea star, Sea star on Channel 14."
11. **END OF COMMUNICATION.** The end of communication is indicated by each station adding to the end of its last reply: "OUT."
12. **RADIO CHECKS.** Radio checks with Coast Guard units are prohibited on channel 16 VHF-FM (156.8 MHz). Repeat offenders can expect to receive official notification from the FCC. Exceptions to this rule are as follows:
 - a. Radio check during a FCC inspection.
 - b. Radio checks by technicians when installing or repairing equipment.
 - c. When requested by the Coast Guard.

Boaters should check their equipment by conducting radio checks among themselves on frequency other than Channel 16. Mariners are reminded that FCC regulations require radio checks be made to a specific unit, not just to "any vessel" or "any unit."

The Radio Technical Commission for Marine Services publishes the handbook **"How to Use Your Marine Radiotelephone."** This handbook may be ordered online at www.rtcn.org, by calling 1 (800) 321-4400 or writing Radio Technical Commission for Marine Services, P.O. Box 19087, Washington, D.C. 20036.

COAST GUARD MARINE INFORMATION BROADCASTS

SCHEDULED BROADCASTS: Important notices to mariners, storm warnings, advisories, and other important marine information. Coast Guard units shown below make scheduled broadcasts every 12 hours on channel 22A (157.1 MHz) VHF-FM commencing at the times indicated below:

Station	Area	Time(UTC)	Subject BCST			
			WX	SW	HD	NTM
<u>Group Buffalo</u> - Lake Erie, Ontario and St. Lawrence River Every 12 hours commencing at		0255	X	X	X	X
<u>Group Sault Ste. Marie</u> - Lake Huron, Michigan, and Superior Every 12 hours commencing at		0005	X	X	X	X
<u>Group Detroit</u> - Lakes St. Clair, Erie, Huron; and Detroit and St. Clair Rivers Every 12 hours commencing at		0135	X	X	X	X
<u>Group Milwaukee</u> - Lake Michigan Every 12 hours commencing at		0255	X	X		X
<u>Group Grand Haven</u> - Lake Michigan Every 12 hours commencing at		0315	X	X		X

WX = WEATHER

SW = STORM WARNINGS

HD = ENVIRONMENTAL CONDITIONS

NTM = NOTICE TO MARINERS

Marine Information Broadcasts from Canadian Coast Guard radio stations are per the schedule broadcasts outlined in the latest edition of Radio Aids to Marine Navigation, Publication TP 146 E.

SAFETY BROADCASTS: Per radiotelephone procedures, the safety signal consists of the word SECURITE (pronounced (SEK-U-REE-TAY), spoken three times and transmitted before the call. The safety signal precedes a safety message and indicates that the station is about to transmit a message containing an important navigational or meteorological warning. Safety messages are only used when the information is so important to the safety of navigation that a delay in its dissemination would create a hazard to shipping. Safety messages normally consist of one subject, (such as important marine information, storm or hurricane warning, or advisory) and are made only when directed by proper authority.

URGENT BROADCASTS: Per radiotelephone procedures, the urgency signal consists of three repetitions of the word PAN (pronounced Pawn), preceding an urgent message and indicates that the calling station has a very urgent message to transmit concerning the safety of a ship, aircraft or other vehicle, or the safety of a person. This includes (but is not limited to) overdue aircraft, man overboard, vessel fire, grounding or sinking, medical cases, and information concerning criminal activities in the maritime environment. The urgency signal is not used to broadcast weather.

MARINE RADIO LICENSING INFORMATION

U.S. Federal Communications Commission (FCC) rules for recreational boaters can be found online at <http://www.fcc.gov/>, or by calling the FCC at 888-225-5322.

NATIONAL WEATHER SERVICE VHF-FM RADIO

The National Weather Service (NWS) has established a network of VHF-FM continuous weather information radio stations. The programming on these stations is oriented on the present and near future, with special emphasis on weather and river warnings. Weather Broadcasts include:

- (a) Description of the weather patterns affecting the Great Lakes region.
- (b) Forecasts for the U. S. portion of nearby land areas through five days.
- (c) Marine forecasts, advisories, and warnings for the appropriate lake.
- (d) Weather observations from selected National Weather Service and Coast Guard stations.
- (e) Radar reports when pertinent.
- (f) Local weather observation and forecasts.
- (g) Special bulletins and summaries concerning severe weather.

Copies of the NATIONAL WEATHER SERVICE chart showing the location of these stations and additional weather related information may be obtained by writing to National Ocean Service, Distribution Branch (N/CG33), Riverdale, MD. 20737-1199, or telephone (301) 436-6990.

Questions concerning weather information dissemination on the Great Lakes and other marine weather questions may be addressed to one of the below listed Port Meteorological Officers:

Amy Seeley, PMO	George Smith, PMO
National Weather Service, NOAA	National Weather Service, NOAA
333 West University Dr.	Federal Facilities Bldg.
Romeoville, IL 60441	Hopkins Int'l Airport
Tel: 815-834-0600 Ext. 269	Cleveland, OH 44135
Fax: 815-834-0645	Tel: 216-265-2370 Ext. 232
	Fax: 216-265-2371

GREAT LAKES WEATHER INFORMATION NETWORK

CITY	CALL SIGN	FREQUENCY (MHz)
Akron, OH	KDO-94	162.40 Ch. 2
Alpena, MI	KIG-83	162.55 Ch. 1
Buffalo, NY	KEB-98	162.55 Ch. 1
Chicago, IL	KWO-39	162.55 Ch. 1
Clio, MI	KIH-29	162.40 Ch. 2
Cleveland, OH	KHB-59	162.55 Ch. 1
Detroit, MI	KEC-63	162.55 Ch. 1
Duluth, MN	KIG-64	162.55 Ch. 1
Erie, PA	KEC-58	162.40 Ch. 2
Grand Rapids, MI	KIG-63	162.55 Ch. 1
Green Bay, WI	KIG-65	162.55 Ch. 1
Hesperia, MI	WWF-36	162.475 Ch. 3
Houghton, MI	WXK-73	162.40 Ch. 2
Milwaukee, WI	KEC-60	162.40 Ch. 2
Marquette, MI	KIG-66	162.55 Ch. 1
Rochester, NY	KHA-53	162.40 Ch. 2
Sandusky, OH	KHB-97	162.40 Ch. 2
Sault Ste. Marie, MI	KIG-74	162.55 Ch. 1
Sister Bay, WI	WXN-69	162.425 Ch. 7
South Bend, IN	WXJ-57	162.40 Ch. 2
Syracuse, NY	WXL-31	162.55 Ch. 1
Toledo, OH	WXL 51	162.55 Ch. 1
Traverse City, MI	KIH-22	162.40 Ch. 2
Watertown, NY	WXN-68	162.475 Ch. 3

CANADIAN COAST GUARD SARNIA TRAFFIC CENTER

Sarnia Traffic Center is located at Sarnia, Ontario, and is equipped with VHF-FM radio transmit/receive capabilities, utilizing six transmitter sites. They are authorized to use two sector frequencies: Channel 12 VHF-FM from transmitters at Port Burwell and Leamington, Ontario, and Channel 11 VHF-FM from transmitters located at Sarnia, Kincardine, Silver Water (on Manitoulin Island) and Gros Cap (Sault Ste. Marie) Ontario.

The Center operates 24 hours a day, administering Vessel Traffic Services under both Canadian and United States regulations. The Sarnia Zone encompasses both voluntary and mandatory reporting areas. The mandatory Call-In-

Points (CIP) applies to all ships 20 meters or more in length. Ships are required to report at the CIP and provide the center with an estimated time of arrival (ETA) for the next CIP, or advise of its intentions (i.e. proceed to dock). This provides the Center with the information required to respond to ship requests for traffic advisories. A ship may request a traffic advisory when reporting at a CIP, or at any time it requires the information. The voluntary part of the system allows the center to initiate Search and Rescue procedures if a ship is overdue at a CIP, and the center is unable to contact the vessel using a radio search.

Sarnia Traffic also has the responsibility to issue Notices to Shipping for the entire central region of the Canadian Coast Guard. These notices release information pertaining to the establishment, removal, condition or changes to any marine facility, service, or procedure; or to the existence of anything deemed to be a hazard to navigation in Canadian or contiguous waters (similar to USCG Broadcast Notices To Mariners). Notships (Notice to shipping) are issued as soon as the Sarnia Traffic Center receives the information, and remain in effect for varying lengths of time, until the situation no longer exists or until a written Notice to Mariners issued by Ottawa covers it. Sarnia Traffic Center also makes alerts and disseminates information regarding pollution and shipping casualties involving Canadian and contiguous waters. The Center notifies and passes information to relevant members of the Canadian Coast Guard and the U.S. Coast Guard when the U.S. waters are affected or threatened.

SARNIA TRAFFIC CENTER CALL-IN-POINTS

<u>Detour Reef Light</u>	<u>Up and Downbound</u>	<u>Voluntary</u>
<u>Line joining Great Duck Island and Presque Isle, Michigan</u>	<u>Up and Downbound</u>	<u>Voluntary</u>
<u>Harbor Beach, Michigan and Point Clark, Ontario</u>	<u>Up and Downbound</u>	<u>Voluntary</u>
<u>30 Minutes Above Lake Huron Cut Lighted Buoy 11</u>	<u>Downbound</u>	<u>Mandatory</u>
<u>Lake Huron Cut Light 7</u>	<u>Downbound</u>	<u>Mandatory</u>
<u>Lake Huron Cut Lighted Buoy 1</u>	<u>Upbound</u>	<u>Mandatory</u>
<u>St. Clair / Black River Junction Light</u>	<u>Up and Downbound</u>	<u>Mandatory</u>
<u>Stag Island Upper Light</u>	<u>Upbound</u>	<u>Mandatory</u>
<u>Salt Dock Light (Marine City)</u>	<u>Up and Downbound</u>	<u>Mandatory</u>
<u>Grande Point Light 23</u>	<u>Downbound</u>	<u>Mandatory</u>
<u>St. Clair Flats Canal Light 2</u>	<u>Upbound</u>	<u>Mandatory</u>
<u>Lake St. Clair Light</u>	<u>Up and Downbound</u>	<u>Mandatory</u>
<u>Belle Isle light</u>	<u>Downbound</u>	<u>Mandatory</u>
<u>Grassy Island</u>	<u>Up and Downbound</u>	<u>Mandatory</u>
<u>Detroit River Light</u>	<u>Up and Downbound</u>	<u>Mandatory</u>
<u>Southeast Shoal Light</u>	<u>Up and Downbound</u>	<u>Voluntary</u>
<u>Long Point</u>	<u>Up and Downbound</u>	<u>Voluntary</u>
<u>20 Minutes Before Entering or Leaving</u>	<u>In and Outbound</u>	<u>Mandatory</u>
<u>Immediately Before Entering or Leaving the Rouge River</u>		
<u>Cove Island Light - Georgian Bay</u>	<u>Going into or out of</u>	<u>Voluntary</u>

WATERWAYS MANAGEMENT

COAST GUARD AIDS TO NAVIGATION MISSION

The Ninth Coast Guard District is responsible for approximately 2,679 federal aids and regulates 3,016 private aids to navigation, within the Great Lakes. Of the federal aids, approximately 1,733 are floating aids, which are decommissioned (pulled out) each fall (37% of which are replaced with winter markers). Aids are recommissioned each spring. Seasonal aids to navigation are placed into service or changed at specified times of the year. The Ninth Coast Guard District Aids to Navigation Branch issues Local Notice to Mariners, approves federal and private ATON projects, and reviews navigable waterways to ensure they conform to the lateral marking system. To service these aids, the Ninth Coast Guard District employs six cutters and 10 Aids to Navigation Teams. Seasonal aids to navigation are placed into service or changed at specified times of the year. The dates outlined in the Light List (col. 8) are approximate and may vary due to adverse weather or other conditions.

CAUTION WHEN USING AIDS TO NAVIGATION

Aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. With respect to buoys, the buoy symbol is used to indicate the **assigned position** of the buoy body and the sinker, which secures the buoy to the lakebed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to: inherent imprecision in position fixing methods; prevailing atmospheric and lake conditions; the slope of and the material making up the lake bed; buoys moored to sinkers by varying lengths of chain; and the fact that buoy bodies and sinkers are not under continuous surveillance. Aids to navigation are normally checked only during periodic maintenance visits, which often occur as much as a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted off station, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function due to ice, collisions, or other natural causes.

For the above reasons, **A PRUDENT MARINER MUST NOT RELY SOLELY UPON THE POSITION OR OPERATION OF FLOATING AIDS TO NAVIGATION**, but shall also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard buoys always risks a collision with the yawing buoy or the obstruction the buoy marks.

REPORTING AN AIDS TO NAVIGATION DISCREPANCY

To report an inoperative aid to navigation, contact your nearest Coast Guard station. Report the following:

- a. The name or location of the aid, and Light List number if known.
- b. Problem with the aid.
- c. Your name and phone number or vessel name and call sign.
- d. If known, who/what destroyed the aid.

VANDALISM OF AIDS TO NAVIGATION

Vandalism of aids to navigation is a dangerous, costly, and senseless act. Many of the aids that are vandalized require thousands of dollars to replace and further tax the already burdened Coast Guard units to repair the damaged aids. Vandals, who in any way deface an aid, may be endangering the lives and property of the mariners who depend on the aid for safe navigation. Boaters and citizens are urged to report cases of vandalism to the nearest Coast Guard station or the **Ninth Coast Guard District Aids to Navigation Office at (216) 902-6060 (COLLECT)**. Information on names, times, places, and descriptions of boats or vehicles will be helpful in any prosecution. Under 33 CFR 70.05, individuals who vandalize aids to navigation are guilty of a misdemeanor, and may be punished with a fine or imprisonment.

PRIVATE AIDS TO NAVIGATION

Private Aids to Navigation include lighted structures and daybeacons, lighted and unlighted buoys, RACONs and fog signals. Half of the aids to navigation established on the Great Lakes are operated and maintained by private interests. These interests include private citizens, marina and yacht clubs, municipal and state governments, construction and dredging companies, research and non -profit organizations, beachfront associations, and large industrial concerns.

Private aids on navigable waters regulated by the federal government require either a Coast Guard permit or Coast Guard letter of no objection. The application for a permit, form CG-2554, can be obtained by writing or faxing the Private ATON Manager at the address and phone number given below. Likewise, form CG-2554 is the means of applying for a letter of no objection.

Non-commercial, single-boat, mooring buoys do not require a Coast Guard permit, provided they do not cause more than a minimal adverse effect on navigation and display the standard markings. The same is true of most information and regulatory marks, such as swim buoys, no-wake buoys, and race course buoys. For these the Coast Guard issues a letter of no objection. Owners contemplating establishing such buoys should also contact their State Authority, usually the Department of Natural Resources, to determine what additional state and local requirements may exist.

The Private ATON Manager provides applicants assistance in processing their paperwork. Federal regulations governing aids to navigation, copies of permits previously issued to the applicant, illustrations of standard markings, and lists of commercial ATON manufacturers are available. Questions and requests should be directed to Commander (oan), Ninth Coast Guard District, 1240 East Ninth Street, Cleveland, OH 44199, Attn: Private ATON Manager; (216) 902-6074 {phone}; or (216) 902-6071 {fax}.

Owners are reminded of their responsibility for the proper operation and maintenance of their private aids to navigation. When owners receive discrepancy reports from the Coast Guard, they are obligated to take immediate action to correct the discrepancy. Mariners are reminded that they have a responsibility to report discrepant private aids to the nearest Coast Guard unit. All aids to navigation on the Great Lakes, both private and federally maintained, are user monitored. The failure of a mariner to report a discrepant aid to navigation may result in casualties to others. The Coast Guard issues broadcast notice to mariners for reported discrepancies that remain in effect until the discrepancy is corrected or is published in the Local Notice to Mariners.

BRIDGE DISCREPANCIES/OPERATION DELAYS

Lighting, construction, and operation of movable bridges across navigable waters within the Ninth Coast Guard District are regulated directly by the Ninth Coast Guard District Bridge Branch in Cleveland, Ohio. Discrepancies concerning lighting, construction, fender systems should be reported to the nearest Coast Guard unit via radio, or submitted in writing to Commander (obr), Ninth Coast Guard District, 1240 East Ninth Street, Cleveland, OH 44199. For urgent matters, telephone reports can be made directly to the Bridge Branch at (216) 902-6084 between the hours of 6:30 a.m. and 3:00 p.m., Monday through Friday.

Vessel operators are reminded that many movable bridges in the Great Lakes are operated under regulated dates and times. These regulations are found in Section 117 of Title 33 of the Code of Federal Regulations, which is reproduced in Chapter 2 of Coast Pilot #6, a National Ocean Service publication. Mariners should also be aware that reasonable delays might be encountered when passing railroad bridges over navigable waters in the Great Lakes. Certain stretches of railroad track are controlled by a "blocking system", in which a train cannot be stopped or delayed once it is "in the block". Because of this safety mechanism, some railroad bridges may not be able to open immediately for vessels until the train has crossed the bridge and passed through the block. Even though not all bridges are equipped with a marine radiotelephone, communication with the bridge tender is the best way to determine if a bridge employs this system and how much delay might be expected. Large commercial vessels are always encouraged to provide as much advance notice as possible to any movable bridge operator so passing arrangements can be made.

Mariners should report drawbridge signal discrepancies and/or operational delays by submitting a Drawbridge Signals/Operations Delays form (enclosure 4) to Chief Bridge Branch, Ninth Coast Guard District, at the address or fax number provided on the form.

NAVIGATION RULES

The Navigation Rules establish proper navigation lights and actions to be taken by vessels to avoid collision. The operator of each self-propelled vessel of 12 meters (39.4 feet) or more in length are required to carry on board and maintain for ready reference a copy of the Inland Navigation Rules. Operators are liable for a civil penalty of not more than \$5,000 for failure to comply with this requirement.

The International Rules are applicable seaward of the COLREGS demarcation lines, and the Inland Rules apply inside these lines. The Great Lakes are subject to Inland Rules. The demarcation lines are printed on most navigational charts and are published in the NAVIGATION RULES International-Inland (COMDTINST M16672.2C). The vessel operator is responsible for knowing, understanding and following the applicable navigational rules.

GREAT LAKES MARINE EVENTS

If you plan to sponsor a marine event, Title 33, Code of Federal Regulations, Part 100 requires you to submit a notice to the Coast Guard whenever the nature, circumstances, or location of the event will introduce extra or unusual hazards to the safety of life on the navigable waters of the United States. The rules governing these events are scheduled to change so event sponsors should reread 33 CFR Part 100. Examples of the conditions triggering the need for notice include, but are not limited to: a competition that is inherently hazardous to human life, substantially interferes with the navigation of commercial or pleasure craft customarily in the area, an obstruction of navigable channels, or any expected large accumulation of spectator craft.

If you sponsor an event, which does not present such a hazard, no federal approval is required. You should check further with your local and state governments for their requirements. Some states may require that you certify your event is consistent with the state's coastal zone management plan, before the Coast Guard can approve your request. If you are in doubt as to whether Coast Guard approval is required, you may inquire informally or submit notice for review.

Regulations implementing the National Environmental Policy Act (NEPA) may require the Coast Guard to conduct a detailed environmental analysis before it issues a permit for an event to be held in an environmentally sensitive area. These events may now require an environmental assessment (EA) or environmental impact statement (EIS) prior to the issuance of a permit. Thus, the amount of time required to process an application may increase substantially. If your event will take place in such an area 33 CFR 100.15 requires all applications to be submitted 135 prior to the start of the event, unless: 1. The sponsor submitted an application for the event in the year immediately preceding; 2. The nature, location, scheduling, and other relevant information contained in the previous application are essentially the same; 3. The Coast Guard received no objection to the previous application; 4. The Coast Guard did not promulgate special local regulations for the previous event; and 5. The Coast Guard approved the previous event.

You should understand that the sponsor is responsible for the safe conduct of such an event. To include instructions, qualification, and positive control over participants, as well as protective measures for the spectator fleet and the general boating public.

Great Lakes annual marine events established are under 33 CFR (Code of Federal Regulations) Part 100.901 and Part 100.902. These regulations will be effective annually, for the duration of each event, on or about the dates indicated. Annual notice of the exact dates and times of the effective period of the regulations with respect to each event, the geographical description of each regulated area, and details concerning the nature of the event and the number of participants and type(s) of vessels involved will be published in the Local Notice to Mariners. This is not a complete list of events being held on the Great Lakes.

GREAT LAKES WATER LEVELS

Great Lakes Water Levels are uncharacteristically low for the Great Lakes Region. Mariners are advised to consult the appropriate chart and not rely on recent year or historical water levels when transiting rivers, tributaries, and harbors of the Great Lakes. To access water level information, write NOAA, National Ocean Service, SSMC4 Station 7523, 1305 East-West Hwy, Silver Spring, Maryland 20910-3233, call (301) 713-2902. Water levels can also be access at the following websites: <http://www.nos.noaa.gov>; <http://ny.water.usgs.gov>; <http://oh.water.usgs.gov>; <http://mi.water.usgs.gov>; <http://wi.water.usgs.gov>; <http://mn.water.usgs.gov>.

SUBMERGED OBJECTS IN SHALLOW WATERS - CAUTION

Mariners are cautioned regarding the hazard of snags and other submerged objects, particularly in shallow waters. Even in familiar waters, new obstacles may be encountered, and known obstacles may move. Good seamanship dictates low speed and alertness when transiting areas of shallow water.

MARINE CONSTRUCTION SITES - CAUTION

When the Coast Guard is advised Information about marine construction projects involving dredging, breakwaters, piers, pipelines, oil drill platforms, etc. is disseminated via Local and Broadcast Notice to Mariners. The sites generally display construction lights until these projects are completed. This lighting serves both to light the site for purposes of construction and to warn the mariner of its existence. Barges and equipment operating in the area are usually held in place by mooring systems extending some distance from the equipment. Mariners should not rely on this equipment or its mooring to be well marked, but should pass all construction sites with caution.

SUBMARINE CABLES AND PIPELINES - CAUTION

Submarine cables or pipelines pass beneath various navigable waterways of the Great Lakes. Installation of new submarine cables and pipelines are reported in the Local Notice to Mariners; their locations may or may not be charted. Where feasible, warning signs are often erected to warn the mariner of their existence. In view of the serious consequences resulting from damage to submarine cables and pipelines, vessel operators should take special care when anchoring, fishing or engaging in underwater operations near areas where these cables or pipelines may exist or have been reported to exist. Certain cables carry high voltages; many pipelines carry petroleum products, or natural gas under high pressure. Fire or explosion (with injury or loss of life) or a serious pollution incident could occur if they are damaged. Vessels fouling a submarine cable or pipeline should attempt to clear it without undue strain on the cable, anchors or gear; no attempt should be made to cut a cable or pipeline.

SALMON GILL NETS - CAUTION

Salmon Gill Nets may be set in Northern Lake Huron and Lake Michigan's Grand Traverse Bay from August to October. The nets are marked with a red or orange staff buoy at both ends, as well as orange surface floats **on the water surface** at 300-foot intervals. Please exercise extreme caution while boating in these areas during gill net season. Tampering with these or any other legally set nets is a violation of State and Federal Law. If you need more information contact:

Chippewa-Ottawa Treaty Fisheries
Management Authority
179 W. 3 mile
Sault Ste. Marie, MI 49783
(906) 632-0043

Michigan DNR
P.O. Box 77
Newberry, MI 49868
(906) 293-5131

Mackinac County Sheriff's Department
100 N. Marley Street
St. Ignace, Michigan 49781
(906) 892-6156

U.S. AIR FORCE RESTRICTED AREAS

The U.S. Air Force conducts gunnery and flare exercises throughout the year in Lake Ontario and Lake Superior. Prior to commencement of these exercises, the Air Force notifies the respective U.S. Coast Guard Groups to issue a Broadcast Notice to Mariners (BNM) stating the time, duration, and type of exercise. In addition, a visual and radar search of the area will be conducted. During these exercises, small craft that may not be readily visible are advised to remain clear of these areas during these exercises. Individuals are requested to direct their inquiries concerning the times of the exercises to the U.S. Coast Guard Group, which covers these areas.

LAKE SUPERIOR - RESTRICTED AREA R4305

Defined by the following positions: 47-45-00.0N, 090-05-00.0W direct to 47-45-00.0N
089-28-00.0W direct to 46-55-00.0N, 089-28-00.0W direct to 46-55-00.0N 090-05-00.0W
Contact U.S.C.G. Station Duluth at (218) 720-5412 or 5413.

LAKE ONTARIO - RESTRICTED AREA R5203

Defined by the following positions: 43-24-00.0N, 078-00-00.0W direct to 43-24-00.0N
076-47-00.0W direct to 43-37-30.0N, 076-47-00.0W direct to 43-37-30.0N 078-00-00.0W.
Contact U.S.C.G. Group Buffalo at (716) 846-4154 or 4152.

CAMP PERRY WARNING AREAS

SPECIAL FIRING NOTICE - 2005

The Government Designated Impact Area off the shores of Camp Perry and the Erie Industrial Park continues to be used for firing of large caliber artillery, anti-aircraft weapons, small arms and other department of defense activities. Restricted entry as provided by Title 33, United States Code, is being enforced. All persons must stay clear of this area during periods of firing activity. Boaters, fishermen, and aircraft pilots should refer to marine navigational chart #14830 and the Detroit air sectional chart respectively for exact boundaries. The Camp Perry strobe light located at 41° 32'.15N and 83° 01'.00 W will be activated and red range flags displayed during conduct of firing. All persons must stay outside the boundaries of the "range impact area" danger zone. These boundaries affect two impact areas. Lake Erie Impact Area I extends 3.5 miles offshore including the airspace to 5,000' above ground level (agl) and will be in use between 6 a.m. and 6 p.m. daily, including weekends, during the entire calendar year of 2005. Lake Erie Impact Area II extends 10 miles offshore including the airspace to 23,000' agl. Firing in this area is normally conducted between 8 a.m. and 5 p.m., Monday through Friday except federal holidays. Extension to these hours will be published under a separate notice. During the boating season, these areas are normally marked with orange and white buoys bearing the words "range impact area". The 2005 range activity will not require the total use of impact area II. Consequently, a modified impact area II for 2005 will be identified by a series of 14 buoys placed on a west to east line, approximately two and one-half miles south of USCG buoys a, b and c. The buoys will be numbered II-1 through II-14 (from west to east). The area north of this line of buoys will be safe for mariners during periods of firing into impact area II (see chart). Mariners desiring information on navigation or public use of these areas will contact the Camp Perry Range Safety Office on marine VHF Channel 16, or telephone (614) 336-6203 for specific firing schedules.

PARTNERING TO PRESERVE

LIGHTHOUSES AS NAVIGATIONAL AIDS

The Coast Guard's involvement with Lighthouses, both historic and present day, stems from their role as maritime navigational aids. The large classical lighthouses that dot the waters of the Great Lakes were built in the days of sail and steam when every mariner, including a large, booming merchant fleet, relied on visual navigation. That is, they would fix their position on nautical charts by determining their relative bearing to known objects. The lighthouses were built to great heights and equipped with powerful lights that could reach far out into the lake. The large uniquely shaped and colored structures could be seen from great distances during daylight hours and the powerful lights were visible for many miles throughout the night. These lighthouses are predominantly found in four different types of locations---atop offshore shoals, reefs or shallows; on islands; at or near harbor entrances; and on prominent points of land along the coastline. All four types were intended to provide the mariner with a reference point to use in determining their position to avoid dangerous shallows and/or provide information in setting a course for safe passage to the vessels next port. To this day, the primary function of lighthouses operated by the Coast Guard is to aid mariners in safely navigating their vessel.

Over the years, the advent of technologies such as radio beacons, radar, long range radio aids to navigation systems (LORAN), and things as simple as more accurate charts or more reliable compasses, rendered many lighthouses obsolete. This trend continues today as systems such as the Global Positioning System and Electronic Charting become more readily available and ever more reliable. With this brief history in mind, we look at the Coast Guard's role with lighthouses today.

NINTH COAST GUARD DISTRICT LIGHTHOUSE PROGRAM

Over the past several years, interest in the historic lighthouses that mark the shoreline and shoal waters of the Great Lakes has grown in leaps and bounds. As the "owner" of the vast majority of the lighthouses in the region, the United States Coast Guard has fielded many questions on its plans and intentions for these historic structures. The following is a brief look at the Coast Guard's Great Lakes lighthouse program. The Coast Guard's Lighthouse Program is four separate but interrelated programs. These four programs focus on:

- 1) **Lighthouse maintenance.**
- 2) **Review & Improvement of the lighthouses as navigational aids**---including solarization, modernization and, most importantly, their continued usefulness to the mariner.
- 3) **Outgranting**---the leasing of the light structures to other persons or organizations.
- 4) **Excessing**---the turning over or sale of the light structure and property to another government entity or private owner.

MAINTENANCE: Limited funding and personnel reductions have strained the Coast Guard's lighthouse maintenance efforts to the breaking point. Automation of the lights and removal of the permanent crews has saved the American taxpayer literally millions of dollars over the past decade. Unfortunately, the loss of the live-aboard crew, and the associated steady upkeep, has not been kind to the general condition of the lighthouses. The Coast Guard's current maintenance efforts focus on keeping the light painted, relatively clean, and weather tight. We also complete the maintenance needed to prevent serious structural damage, as well as maintaining the lamp and optic so that the light remains both reliable and useful to the mariner. We request that the mariner report any malfunction of the light itself and/or damage to the structure to the nearest Coast Guard unit.

REVIEW: In an effort to ensure that we are delivering an efficient, cost effective system of navigational aids to safely mark the waters of the Great Lakes, the Coast Guard conducts periodic reviews of waterway use, mariner needs, and the navigational aid mix. As part of this process, we are constantly looking for ways to modernize and improve the existing aids to make them more dependable and useful to the mariner. Additionally, as with most government agencies these days, we are looking for ways to reduce maintenance and operating costs. With lighthouses, the effort is concentrated on how today's mariner is using the light. Our reviews and modernization efforts often lead to a decision to replace the antique classical glass lens with a modern plastic optic or, in the extreme, to disestablish (turn-off) the light all together. We do not make these decisions without careful consideration! The Coast Guard aids to navigation unit conducting the study of the waterway seeks the input of interested users, ranging from merchant fleets and waterfront facilities to marinas and recreational boaters. Additionally, all proposed changes are normally listed in the *Local Notice to Mariners* to solicit additional comments before implementation. To aid in this process, we ask that if you receive a questionnaire or inquiry from a Coast Guard unit concerning your use of, or interest in, a waterway or particular aid to navigation that you respond factually. Your timely response will ensure that we make an informed decision. We also ask that you pay close attention to the proposed changes in the *Local Notice to Mariners* and respond to the point of contact listed if you have comments. Please don't panic when you see a proposal to discontinue or remove a light or other navigational aid that you believe to be important. We list our proposed changes in the *Local Notice to Mariners* in an effort to garner input from the mariner. In many cases, we will also advertise the proposed changes in local newspapers and on our waterway management website to further increase the maritime public's opportunity to comment. We carefully review the comments received and use the information in reaching our final decision. If you have questions about this process, please write Commander (oan), Ninth Coast Guard District, 1240 East Ninth Street, Cleveland, OH 44199-2060. Attention: Aids to Navigation Branch.

Even if the Coast Guard decides to disestablish a lighthouse as a functioning federal navigation aid, it does not necessarily mean that the light will forever go dark. The Coast Guard is presently working with several historic preservation groups interested in operating lights proposed for disestablishment as privately operated aids. For information on this program please write Commander (oan), Ninth Coast Guard District 1240 East Ninth Street, Cleveland OH 44199-2060. Attention: Aids to Navigation Branch.

The next two programs are helping to cure the maintenance problems outlined above. While the mariner still uses many of the lighthouses in the Great Lakes as navigational aids, the Coast Guard does not necessarily need, nor can we properly maintain, the large historic structures and pieces of property that support the light. In short, we may need the lantern deck to support our lamp and lens, but we no longer need the historic three-bedroom house and several acres of property associated with it. Additionally, many historic preservation and lighthouse interest groups are not satisfied with our maintenance and preservation efforts. To meet both the historic light structure's maintenance requirements and the Coast Guard's need to reduce infrastructure and support costs, we are actively seeking to deliver these one-of-a-kind antiquities into the hands of those better able to preserve them for future generations.

OUTGRANTING. Many of the historic lighthouses in the Great Lakes have been **out granted**, or leased, to other occupants, such as local government entities and historic preservation groups. They now serve as museums or are prominent fixtures in public parks. For information on leasing a particular lighthouse, please write the Environmental and Property Section, Coast Guard Civil Engineering Unit Cleveland, 1240 East Ninth Street, Cleveland, OH 44199.

EXCESSING. The best and lasting answer for historic lighthouse properties is to deliver them permanently to a group or entity able and willing to properly preserve and maintain them. This is being accomplished through a program called "excessing". Essentially, the Coast Guard declares the lighthouse excess to its needs and turns the property over to the Bureau of Land Management or the General Services Administration for "disposal". The process for the Coast Guard to relinquish ownership of real estate is fairly complicated, but in a nutshell, it works like this. Once declared excess to Coast Guard needs, the property is first offered to other federal agencies. If it clears that process, it is then offered to the State and local governments where it is located. After it clears all of those hurdles, it is offered at public auction or in sealed-bid sale. Please do not run out and start arranging your loan to finance purchase of your favorite lighthouse. Very few lighthouse properties make it to public auction; however, many historic preservation organizations

are able to acquire stewardship of lighthouse properties through prearranged agreements with state and/or local government. For additional information on the Coast Guard's outgranting program, please write the Environmental and Property Section, Coast Guard Civil Engineering Unit Cleveland, 1240 East Ninth Street, Cleveland, OH 44199-2060. For information on the historical preservation requirements, please contact your **State Historical Preservation Officer**.

For more information on the Ninth Coast Guard District's Aids to Navigation Program and other topics of interest to the mariner, please visit our web site at <http://www.uscg.mil/d9/www/oan>.

There are many active volunteer organizations throughout the Great Lakes involved in the preservation of Great Lakes lighthouses. For more information, contact the following:

Great Lakes Lighthouse Keepers Assn
Henry Ford Estate
4901 Evergreen Road
Dearborn, MI 48128

United States Lighthouse Society
244 Kearny Street
San Francisco, CA 94108

U.S. DOMESTIC ICEBREAKING POLICY FOR THE GREAT LAKES

The United States Coast Guard normally conducts icebreaking operations for search and rescue and other emergency situations; prevention of flooding caused by ice; and facilitation of navigation. Ninth District icebreaking assistance will be provided in such a way as to minimize the effect on riparian residents, and mitigate, minimize or eliminate detrimental environmental effects. In this regard, mariners should be aware that to mitigate potential affect on the environment, vessel speed limits will be reduced in the St. Mary's River when shore ice is present.

EMERGENCY OPERATIONS: In addition to search and rescue, emergency missions include: opening channels to icebound communities in immediate need of food, heating fuel or medical assistance; restoring access to island communities when their own efforts fail; and assistance to ferry operators. These operations are conducted in direct support of the general public and are not to be construed as assistance to commercial activities.

FLOOD CONTROL: The U.S. Army Corps of Engineers (ACOE) has the responsibility for flood control and determines if icebreaking will assist in the regulation and/or operation of an effected waterway. Upon request of the appropriate ACOE authorities, the Coast Guard may provide ice management facilities and services to aid in the prevention of floods and hazardous water stages caused by ice obstructions. The Coast Guard may also provide ice management facilities and services for flood control in direct response to request from other federal, state or local governmental agencies or private interests. However, since responsibility for flood control is vested in the ACOE, the Coast Guard must consult with the cognizant ACOE officials before undertaking icebreaking for flood control to determine if the operation will interfere with regulation and/or operation of the effected waterway. Icebreaking for flood control shall be conducted to the extent Coast Guard resources are available and can be effectively used.

The National Weather Service is responsible for providing operational river forecast and any flood watches or warnings. River District Offices, located at National Weather Service Forecast Offices in the state where the river is located, prepare routine and special river forecasts and may be contacted for advice regarding flooding.

FACILITATION OF NAVIGATION: Executive Order 7521 directs the Coast Guard to "assist in keeping open to navigation by means of icebreaking operations...channels and harbors in accordance with the reasonable demands of commerce...".

Icebreaking in support of commerce has been interpreted to mean primarily the establishment and maintenance of tracks in critical waterways, and secondly, assistance to shipping as necessary to keep shipping moving, prevent hazardous conditions from arising, and to extricate a vessel from danger. Critical waterways are defined as the connecting waterways of the Great Lakes including, but not limited to the St. Mary's, St. Clair and Detroit Rivers; Lake St. Clair; Pelee Passage and the Straits of Mackinac.

It is recognized that there are at least three distinct navigation periods on the Great Lakes during the ice season.

Extended:	15 December - 15 January
Midwinter:	15 January - 25 March
Spring:	25 March - 15 April

During the extended and spring periods, the Coast Guard's priority is to break ice to establish and maintain tracks on critical waterways. The Coast Guard may establish and maintain tracks on other routes if resources are available, but critical waterways have precedence. This does not include establishment or maintenance of tracks to docks, shipyards or other wholly private areas. The Coast Guard will only break ice in harbors where there is no commercial icebreaking assistance, or the initial spring icebreaking requirements exceed existing commercial icebreaking assistance. In the latter case, the Coast Guard will conduct the initial break out and leave all subsequent icebreaking to commercial assistance. The Coast Guard will not render commercial assistance from port to port when commercial icebreaking services are both readily available and adequate to do the job. The Coast Guard will only provide commercial assistance for purposes of flood relief or to directly assist shipping when necessary for safety or to expedite the flow of commerce. If no commercial assistance is available, then the Coast Guard will assist, as resources are available. The Coast Guard reserves the right to escort vessels into a harbor proper if the assist was begun in an area of ice that exceeded the capabilities of commercial assistance available inside the harbor.

During the midwinter period, tracks will normally not be maintained, except those determined necessary to support priority cargo commerce. Tracks will only be maintained in advance of known vessel traffic. Excessive track maintenance in midwinter is counterproductive since it encourages ice growth. Coast Guard response to requests for direct assistance will be analyzed on a case-by-case basis. The greatly increased navigation difficulty during midwinter is well known. Therefore, it is reasonable to expect shipping to provide vessels capable of handling those conditions. If abnormal conditions exist which produce a request for direct assistance, the Coast Guard will provide such resources as available and deemed appropriate. If no unusual conditions are present, but the vessel is incapable of handling its own transit, it will first be referred to commercial assistance. When commercial sources are unavailable, low powered vessels will be cautioned that it is not safe to sail.

COMMERCIAL ICEBREAKING: The Coast Guard will not normally interfere with private enterprise in conducting icebreaking operations to facilitate navigation. If commercial icebreaking assistance is available, adequate, and willing to assist, Coast Guard icebreaking assistance shall not be provided. If available commercial icebreaking assistance is inadequate, Coast Guard assistance will be provided consistent with other operational priorities. (The availability and adequacy decision is delegated from the Ninth District Commander to Task Group Commanders in Milwaukee, Detroit and Sault Ste. Marie. Safety of the assisted and assisting vessels is a prime consideration in making these decisions.) Typically, the reasonable time for commercial direct assistance is defined as follows willing to respond, and available on scene in less time than the nearest Coast Guard cutter. Adequacy of commercial icebreaking assistance is determined by demonstrated ability to perform. The point is emphasized that Coast Guard interests are in facilitating traffic. The Coast Guard will always reserve the right to respond first or as an additional resource when the situation is viewed by the Coast Guard to be hazardous and warrants quick and/or concerted action.

It is the responsibility of the commercial provider to keep the Coast Guard informed of their location and availability. Mariners are encouraged to engage adequate commercial icebreaking assistance to expedite transit in any areas where delays might reasonably be expected.

ICE-BRIDGES: During winter in the Great Lakes, the frozen waters between the shore and some islands are used as "ice-bridges." Where it can be avoided, the Coast Guard will avoid breaking ice in these areas in order to leave the ice undisturbed. However, the Coast Guard does not endorse or recommend the use of "ice-bridges." Furthermore, the Coast Guard cannot provide the public with reliable information on ice conditions. Ice is unpredictable and dangerous; even thick ice may detach from shore and move due to reasons not apparent at the location of the "ice-bridge." **NO ICE IS SAFE ICE!**

UNITED STATES COAST GUARD VTS ST. MARYS RIVER

VTS St. Marys River consists of the navigable waters of the St. Marys River and lower Whitefish Bay between 45-56.54 N (De Tour Reef Light) in the south, and 46-38.42N (Ile Parisienne Light) in the north, except the waters of the St. Marys Falls Canal, and to the east line from La Pointe to Sims Point within Potagannissing Bay and Tenby Bay (formerly known as Worsley Bay on older navigation charts).

The VTS has control over two VHF high-level antennas located in Sault Ste. Marie and Goetzville, Michigan as well as a third high level antenna located at Norwood, MI which may be used in the event that more southerly coverage is needed.

The VTS continuously monitors VHF Channel 12 and Group Sault Ste. Marie constantly monitors VHF Channel 16. A radio watch on VHF Channel 16 is not required for vessels participating in VTS St. Marys River.

To aid in monitoring traffic and river conditions, the VTS utilizes four closed circuit television cameras. One is located at Johnson's Point, one at Lower West Neebish Channel, one at Upper West Neebish Channel, and the last at Mission Point. Additionally, the VTS monitors a live feed from the Army Corps of Engineers that features four cameras located in various locations about the SOO Locks.

The VTS has two Automated Information System (AIS) terminals that are capable of sending and receiving data from both the Sault Ste. Marie and the Goetzville high-level sites. Additional closed circuit television camera sites and expanded AIS coverage are being researched. Future locations and their installation dates have yet to be announced.

Vessels having AIS capabilities are not relieved of the requirement to provide standard voice reports in accordance with 33 CFR. Those vessels equipped with AIS are requested to utilize their equipment to the fullest extent in preparation for future implementation by the IMO and/or CFR.

The Vessel Traffic Service Area encompasses mandatory reporting points to be made to SOO Traffic on VHF CH 12. Reporting points apply to all ships meeting one of the following criteria:

- a) Every power-driven vessel 40 meters (approximately 131 feet) or more in length, while navigating;
- b) Every towing vessel of 8 meters (approximately 26 feet) or more in length, while navigating; or
- c) Every vessel certified to carry 50 or more passengers for hire, when engaged in trade.

ST. MARY'S RIVER CALL-IN POINTS:

Down Bound

1. Ile Parisienne
2. Round Island Light 26
3. Point Louise
4. Clear of Locks
5. Mission Point
6. Six Mile Point
7. Nine Mile Point
8. West Neebish Channel Light 29
9. Munoscong Lake Junction Buoy
10. Detour Reef Light

Up Bound

1. Detour Reef
2. Munoscong Lake Junction Buoy
3. Nine-Mile Point
4. Six-Mile Point
5. Mission Point
6. Clear of Locks
7. Point Louise
8. Round Island Light 26
9. Gros Cap Light

OPERATION TACONITE

There are two seasons in the St Marys River System, the Open season and the Closed season. During open season operations the St. Marys River is open to two-way traffic with the following exceptions: West Neebish Channel (buoy "53" to buoy "1", Rock Cut) is one-way down bound, Middle Neebish Channel (buoy "2" to buoy "76") is one-way up bound, Pipe Island course (Sweets Point to Watson Reefs Light) is one-way down bound, and Pipe Island Passage to the east of Pipe Island Shoal and north of Pipe Island Twins (from Watson Reefs Light to Sweets Point) is one-way up bound.

Aids to Navigation. Floating lighted and unlighted buoys are changed out in the fall and spring in accordance with the Light List. Winter markers are less susceptible to ice damage and can be replaced at a much lower cost than the lighted summer buoys. Mariners are reminded buoys may be off station due to shifting ice.

Speed Limits. During Op Taconite the speed limit is reduced by 2 MPH for up bound and down bound traffic from Nine Mile Point to Munuscong Lake Junction Bouy (LLNR 1330).

Winter Reporting Points. In order to facilitate icebreaking operations, additional reporting points are put in place during Operation Taconite. Those points designated "call into Group Sault" are to be made to Group Sault Ste. Marie (hail on VHF CH 16 and shift to CH 22A). The Operation Taconite reporting points are as follows:

Up Bound St Marys River:

- 6 hours prior to Detour (call into Group Sault)
- Lime Island Traffic Buoy
- Point Aux Frenes
- Green Point
- Ile Parisienne

Downbound St Marys River:

- 6 hours above Whitefish Pt (call into Group Sault)
- Gros Cap Light
- Green Point (When West Neebish is closed)
- Point Aux Frenes
- Lime Island Traffic Buoy

Straits of Mackinac (call into Group Sault)

- West bound – 6 hour advance notice of ETA for Round Island
- East Bound – 6 hour advance notice of ETA for Lansing Shoal

Channel Closures. During OP Taconite, several channels may be closed. The Captain of the Port closes or opens these channels as ice conditions require after giving due consideration to the protection of the marine environment, waterway improvements, aids to navigation, the need for cross channel traffic (e.g. ferries), the availability of ice breakers, and the safety of the island residents; who in the course of their daily business must use naturally formed ice bridges for transportation to and from the mainland. Under normal seasonal conditions, only one closing each winter and one opening each spring is done. When a channel is to be closed, the Captain of the Port will give a 72 hr notification prior to its closure. Group Sault Ste. Marie will make this notification via Broadcast Notice to Mariners and using local media (press release).

West Neebish Channel. When west Neebish Channel is closed, Middle Neebish Channel becomes alternating one-way traffic under the control of the VTS. In some cases Middle Neebish Channel, courses 5 through 10, are used as a two-way route with the up bound vessels using the Easterly 197 feet of the channel (vessels with a draft of 20 feet or more must get permission from Soo Traffic before proceeding), and the down bound vessels using the Westerly 295 feet. In these situation, vessels 350 feet or greater must not meet in the following waterways:

- Johnson Point – Buoy “Q18” to buoy “22”
- Mirre Point – Buoy “Q26” to buoy “28”
- Stribling Point – Light “39” to Buoy “43”

Pipe Island Course. The up bound channel to the east and north of Pipe Island is closed to facilitate icebreaking operations in the lower river.

Mackinac Island. That body of water between Mackinac Island and St Ignace (Moran Bay) is closed when an ice bridge forms.

South Channel. The South Channel is closed when an ice bridge forms between Bois Blanc Island and the mainland in the vicinity of Cheboygan City.

Gray’s Reef Passage. Grays Reef Passage is closed to facilitate icebreaking operations in the Straits.

Use of Ice Bridges. The Captain of the Port Sault Ste. Marie determines when to close each channel to commercial traffic to facilitate icebreaking operations and the formation of ice bridges. The Coast Guard does not endorse or recommend the use of “ice bridges.” It is each individual’s decision whether to transit across an ice bridge. Use extreme caution. The Coast Guard makes the following recommendations:

1. Leave a float plan with a friend or relative on shore. Tell them where you are going, the route you intend to use, when you plan on departing, when you expect to get back, what emergency gear you have with you, and **your cell phone number.**
2. Know what the anticipated weather will be. Reconsider transiting if visibility is limited. Don’t say, “I know it’s in that general direction.” Many snowmobilers and ice fisherman miss their destination because of visibility, some have lost their lives.
3. Bring safety gear, this includes but not limited to: warm clothing (dressed in layers), a flashlight to signal with, several red flares (both handheld and meteor type), a cell or digital phone, a vhf-fm radio, screwdrivers attached to your sleeves (incase you fall through the ice).
4. If you get lost, **stop.** Call the Coast Guard at ***CG** and/or the person you left your float plan with **on your cell phone or on Ch. 16 vhf-fm radio.**

For further information about VTS St. Marys River, Operation Taconite, or to obtain a copy of the VTS St. Marys River Users Manual contact: **VTS St. Marys River, 337 Water Street, Sault Ste. Marie, MI 49783-9501. (906) 635-3232.**

FREEZING DEGREE DAYS

Freezing Degree Days (F.D.D.) are the accumulated, average, daily temperatures subtracted from 32 degrees F. If the average temperature is above 32 degrees F, the average degree difference is subtracted from the F.D.D. total. For example: an average daily temperature of 31 degrees F on two consecutive days would equal 2 F.D.D.; an average daily temperature of 33 degrees F for the next two consecutive days, or 2 Melting Degree Days, would return F.D.D. to zero.

Generally, ice begins to form at 125 F.D.D.; navigation becomes difficult at 250 F.D.D.; and there is full ice coverage of harbors and rivers at 325 F.D.D.



**US ARMY CORPS
OF ENGINEERS
ROCK ISLAND
DISTRICT**

Navigation Notice

River:	Date:
ILLINOIS WATERWAY	24 NOVEMBER 2003
Location:	Effective Period:
SEE BELOW	SEE BELOW
In Reply Refer to:	
CEMVR-OD-I	LEGAL NOTICE TO NAVIGATION

ILLINOIS WATERWAY RIVER ICE CONDITIONS

RM 80.0 - 280.0 and RM 321.0 – 326.5 (Little Calumet River)

1. All tows moving through the Illinois Waterway from river mile 80.0 to 280.0 and on the Little Calumet River from river mile 321.0 to 326.5 are cautioned to be alert for changing conditions and possible hazards due to ice formations. Severe navigation problems can always be expected throughout the ice forming season in the Peoria Lake reach, mile 162.0 to 180.0.
2. Experience has shown that ice gorges can most frequently be expected to form between miles 86.5 and 95.5 (Grape Island to Sugar Creek), between miles 127.0 and 137.0 (Liverpool to Copperas Creek), at mile 237.2 (Mayo Island), between miles 240.6 and 241.5 (Bulls Island), at mile 242.5 (Milliken Creek Light and Daymark) and at mile 243.7 (Marseilles Lock Light and Daymark).
3. Gorged ice becomes a particular hazard when attempts are made to drive barges through the formation. Barges forced through or over gorged ice are frequently holed, stoved in or buckled, which usually results in sinking. Navigators are advised to exercise due caution to avoid sinking barges and subsequent blockage of the navigation channel. Gorged ice may also create unusual currents and high localized flow or outdraft conditions due to water bypassing the temporary dam formed by the gorge. Navigators approaching an ice gorge should make certain that the towboat has sufficient power to properly control the number of barges in tow under such unusual conditions of flow.
4. Sheet ice may be expected throughout the length of the waterway downstream from about mile 280.0 and in the Marseilles Canal and that reach of the waterway between mile 321.0 and Thomas J. O'Brien Lock, mile 326.5 on the Calumet River.
5. Sheet ice will at times prevent opening of the upper and lower lock gates at Thomas J. O'Brien, Dresden Island, Marseilles, Starved Rock, Peoria and LaGrange Locks. When the lock gates cannot be fully opened into recesses, they are highly vulnerable to extensive damage from tows entering or departing the lock chamber. Navigators are cautioned to exercise extreme care when entering or departing the lock chamber to avoid damage to the lock gates. When ice builds up to the extent that full usage of the lock chamber is prohibited, length and/or width restrictions will be imposed on lockages.
6. When ice conditions at the lock prevent the timely coupling of barges, all towboat operators will be required to arrange their tows so that recoupling does not occur between box end barges during a lockage. Rake to box ice couplings should be incorporated into tow configurations when ice is present at the lock. In the past, ice trapped

between box barges has caused long delays in coupling the two sections of a tow, thereby impeding traffic flow through the locks. Industry is expected to view the Navigation resources-Lock Conditions Report on the MVR web page on a daily basis for current information, requirements, and restrictions, especially during winter months.

7. If a tow is arranged so that recoupling occurs between box end barges and the lockage will result in unusual delays to navigation, the Lockmaster will require loss of lock turn or double-tripping and use of an industry-provided helper boat. If double-tripping is required, the tow will lock through in sections with a towboat attending each section, and each section of the tow will be moved out of the lock approach before recoupling.

8. Consideration will also be given to limiting size of tows if heavy ice conditions warrant. Observation during past severe winters indicates that eight jumbo barges (two wide) appear to be the best configuration to allow adequate traffic movement. Notice will be given if conditions warrant the limitation of the size and/or configuration of tows.

9. The immediate concern in this area is not limited to financial responsibility for the damages to navigation structures. A primary objective is to eliminate all preventable incidents that will delay traffic.

FOR THE DISTRICT ENGINEER:

Kenn R. Shoemaker, P.E.
Chief, Operations Division
IW 03-15

NOTICE TO EDITORS:

This notice is provided as background information for your use in formatting news stories. This notice is not a contract for classified display advertising. For more information call the Rock Island District Public Affairs Office, 309/794-5274

NORTH ATLANTIC ICE INFORMATION FOR SEAWAY MARINERS

ANNOUNCEMENT OF 2005 INTERNATIONAL ICE PATROL SERVICES

In February of 2005, the International Ice Patrol (IIP) will commence its annual service of providing maritime safety information on ice conditions in the vicinity of the Grand Banks of Newfoundland. Reports of ice in this area will originate from various sources, including passing ships and IIP reconnaissance flights. Pending ice season severity, IIP will broadcast the southeastern, southern, and southwestern limits of all known ice in two message bulletins each day and three daily graphical charts containing ice information, to inform ships of the extent of the estimated limits of all known ice. The Ice Patrol continually monitors ice conditions in the vicinity of the Grand Banks and will commence iceberg warning information when appropriate; however, regardless of ice density, the International Ice Patrol will begin broadcasting at least weekly updates beginning on Friday February 18, 2005 at 1200UTC.

The International Ice Patrol strives to locate and track icebergs south of 52°N, especially those south of 48°N, which may pose a hazard to shipping in the vicinity of the Grand Banks of Newfoundland. When position, time, size, and description of iceberg sightings are reported to IIP, the data is entered into a computer program that predicts the icebergs' drift. Please note that the iceberg positions reported in all IIP products are always the predicted position for the date and time of that product. As the time after sighting increases, so does the probability of error in predicted positions. This probability of error is taken into account when the limits of all known ice are determined.

The purpose of Ice Patrol's messages and charts is to advise mariners of our best estimate of the extent of icebergs in the region of the Grand Banks of Newfoundland. The iceberg positions represented within the estimated limits are intended only to provide the mariner an understanding of the relative densities of icebergs. Any attempt to navigate among icebergs within the estimated limits on the basis of the facsimile charts or message bulletins is strongly discouraged.

While the International Ice Patrol strives to be as accurate as possible in reporting the presence of icebergs to mariners, it is not possible to assure that all icebergs are reported. Mariners are strongly urged to use radar carefully, but not to rely entirely upon it to detect icebergs, since icebergs are often not detected by radar alone. There is no substitute for vigilance and prudent seamanship, especially when navigating near sea ice and icebergs.

As per the International Convention for the Safety of Life at Sea (SOLAS), all ships transiting the region of icebergs guarded by the Ice Patrol during the ice season are required to make use of the services provided by the Ice Patrol. All ships are encouraged to immediately report sightings of ice to COMINTICEPAT GROTON CT when near or within the "estimated limits of all known ice." Ships are encouraged to make reports even if "no ice" is sighted as knowledge of where ice is not is also very important. When reporting ice, please include the following information:

SHIP NAME AND CALL SIGN

ICEBERG POSITION (Specify either the geographic coordinates (latitude, longitude) or range/bearing from ship's stated geographic position (latitude, longitude))

TIME OF SIGHTING (in UTC)

METHOD OF DETECTION (Visual, Radar, or Both)

SIZE AND SHAPE OF ICEBERG (see Tables 2 and 3)

SEA ICE CONCENTRATION (In Tenths)

SEA ICE THICKNESS IN FEET OR METERS (Specify Units)

In addition to ice reports, sea surface temperature and weather reports are important to the Ice Patrol in predicting the drift and deterioration of ice and in planning aerial patrols. If you make routine weather reports to METEO Washington please continue to do so. If your vessel does not normally make the above reports, then it is requested that you make special reports directly to the Ice Patrol every 6 hours when within the area between latitudes 40°N and 52°N and between longitudes 39°W to 57°W. Ships with one radio operator may prepare the reports every 6 hours and hold them for transmission when the radio operator is on watch. When reporting, please include the following:

SHIP POSITION, COURSE, SPEED, VISIBILITY, AIR AND SEA SURFACE TEMPERATURE, BAROMETRIC PRESSURE, WIND DIRECTION AND SPEED.

Report ice sightings, weather, and sea surface temperature to COMINTICEPAT GROTON CT through INMARSAT, U.S. Coast Guard Communication Stations or Canadian Coast Guard Marine Communications and Traffic Services.

If reporting ice sightings to International Ice Patrol through INMARSAT A or C, use Service Code 42. This will ensure the ice information reaches the COMINTICEPAT GROTON, CT. There is no charge for ice reports made using Service Code 42.

Iceberg sightings may also be reported on guarded frequencies listed in Table 4. (Note that Narrow Band Direct Printing (NBDP (F3C)) radio teletype is available through CAMSLANT Chesapeake (NMN)).

Telephone communications are available to the Ice Patrol Office in Groton, CT throughout the season. The contact numbers are: 860-441-2626 or 860-441-2773 (Fax). The Ice Patrol Duty Officer can be reached 0700-1630 EST. After normal working hours messages are relayed via the Coast Guard Atlantic Area Command Center. The contact numbers are: 757-398-6231 or 757-398-6392 (Fax).

International Ice Patrol earnestly solicits feedback, particularly concerning the value and effectiveness of its services. Questions or comments can be provided by calling 860-441-2626, faxing 860-441-2773, or via e-mail to iipcomms@rdc.uscg.mil.

M. R. HICKS

Commander, U. S. Coast Guard

Commander, International Ice Patrol

TABLE 1: IIP BROADCASTS

BROADCAST STATION		BROADCAST TIME (UTC)	FREQUENCIES (kHz)
<u>NAVTEX Broadcast</u>			
USCG Communication Station Boston/NMF	0045, 0445, 0845 1245, 1645, 2045	518 F1B	
	Special Broadcast during next available time slot	518 F1B	
Canadian CG Marine Communications and Traffic Service St. John's/VON	1820 (Winter), 2220 (Summer)	518 F1B	
<u>SITOR Broadcast</u>			
USCG Communication Station Boston/NMF (NIK via NMF)	0030	6314, 8416.5, 12579 F1B	
	1218	8416.5, 12579, 16806.5 F1B	
<u>RADIOFACSIMILE Broadcast</u>			
USCG Communication Station Boston/NMF (NIK via NMF)	0438*, 1600, 1810 *The 00 UTC Ice chart is on a trial period for the duration of the 2005 Ice Season	6340.5, 9110, 12750 F3C	
	Offenbach (Main), Germany via Hamburg/DDH & Pinneberg/DDK	0930, 2100 3855, 7880, 13882.5 F1C	
<u>Radio Telephone</u>			
Canadian CG Marine Communications and Traffic Service St. Anthony/VCM (Iceberg Bulletin for NFLD Coast & Belle Isle)	0107, 0907, 1907	2598 J3E	
	Continuous	VHF Channel 21B, 83B	
<u>Special Broadcasts</u>			
Canadian CG Marine Communications and Traffic Service St. John's/VON	0007, 0837, 1637, 2207 & as required	2598 J3E	
	Continuous	VHF Channel 21B, 28B & 83B	
INMARSAT SafetyNET Broadcasts			
AOR-E and AOR-W Satellites	0000, 1200	INMARSAT C SafetyNET	
	Special Broadcasts of targets outside limits sent upon receipt		
<u>World Wide Web</u>			
International Ice Patrol Web Page	updated daily after 0000, 1200	http://www.uscg.mil/lantarea/iip/home.html	
National Weather Service	updated daily after 1600	http://weather.noaa.gov/pub/fax/PIEA88.gif	
<u>Automated Weather Network</u>			
Joint Air Force & Army Weather Information Network (JAAWIN)	updated daily after 0000, 1200	Header: STNT41 KNIK	
<u>Facsimile Chart Upon Demand</u>			
Fax On Demand	updated daily after 1600	fax: 1-860-441-2773	
E-mail On Demand	updated daily after 1600	ftpmail@weather.noaa.gov	

TABLE 2: SIZE DESCRIPTIONS USED BY ICE PATROL

<u>DESCRIPTIVE NAME</u>	<u>HEIGHT</u>		<u>LENGTH</u>	
	<u>(ft)</u>	<u>(m)</u>	<u>(ft)</u>	<u>(m)</u>
Growler	< 17	< 5	< 50	< 15
Small Berg	17-50	5-15	50-200	15-60
Medium Berg	51-150	16-45	201-400	61-122
Large Berg	151-240	46-75	401-670	123-213
Very Large Berg	> 240	> 75	> 670	> 213

TABLE 3: SHAPE DESCRIPTIONS USED BY ICE PATROL

SHAPE	DESCRIPTION
Non-Tabular	This category covers all icebergs that are not tabular-shaped as described below. This includes icebergs that are dome-shaped, sloping, blocky, and pinnacle.
Tabular	Flat topped iceberg with length-height ratio greater than 5:1.

TABLE 4: REPORT RECEIVING STATIONS

<u>RECEIVING STATION</u>	MARINE COMMUNICATIONS & TRAFFIC SERVICE (MCTS)	BANDS GUARDED/ XMIT FREQUENCY	
	<u>LOCATION</u>	<u>DAY</u>	<u>NIGHT</u>
VON	Canadian Coast Guard MCTS St. John's, NFLD (St. John's Coast Guard Radio)	VHF 16 2182 H3E	VHF 16 2182 H3E
VCM	Canadian Coast Guard MCTS St. Anthony, NFLD (St. Anthony Coast Guard Radio)	VHF 16 2182 H3E	VHF 16 2182 H3E
VOK	Canadian Coast Guard MCTS Labrador (Labrador Coast Guard Radio)	VHF 16 2182 H3E	VHF 16 2182 H3E
VCP	Canadian Coast Guard MCTS Placentia (Placentia Coast Guard Radio)	VHF 16 2182 H3E	VHF 16 2182 H3E
VOJ	Canadian Coast Guard MCTS Port aux Basques, NFLD (Port aux Basques Coast Guard Radio)	VHF 16 2182 H3E	VHF 16 2182 H3E
VCO	Canadian Coast Guard MCTS Sydney, Nova Scotia (Sydney Coast Guard Radio)	VHF 16 2182, H3E	VHF 16 2182, H3E
VCS	Canadian Coast Guard MCTS Dartmouth, Nova Scotia (Halifax Coast Guard Radio)	VHF 16 2182, H3E	VHF 16 2182, H3E

VAR	Canadian Coast Guard MCTS Saint John, New Brunswick (Fundy Coast Guard Radio)	VHF 16 2182, H3E	VHF 16 2182, H3E
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Please note that CAMSLANT Chesapeake (NMN) provides the east coast ON-CALL SITOR service.

DIRECT PRINTING RADIO-TELETYPE SELCALL 1097 (NMN) (Carrier Frequency Shown)		
<u>SHIP TRANSMIT</u>	<u>SHORE TRANSMIT</u>	<u>Availability</u>
4172.3 kHz	4210.3 kHz	(Available upon request)
6264.4 kHz	6314.3 kHz	(2300 UTC - 1100 UTC)
8388.0 kHz	8426.3 kHz	(CONTINUOUS)
12490.0 kHz	12590.8 kHz	(CONTINUOUS)
16696.5 kHz	16817.8 kHz	(CONTINUOUS)
22297.5 kHz	22387.8 kHz	(1100 UTC - 2300 UTC)

Effective 01 January 2005

GMDSS VOICE FREQUENCIES (NMN and NMF sites) (Carrier Frequency Shown)		
<u>SHIP TRANSMIT</u>	<u>SHORE TRANSMIT</u>	<u>Availability</u>
4125.0 kHz	4125.0 kHz	(2350 UTC - 1100 UTC)
6215.0 kHz	6215.0 kHz	(24 HRS)
8291.0 kHz	8291.0 kHz	(24 HRS)
12290.0 kHz	12290.0 kHz	(1100 UTC - 2350 UTC)
16420.0 kHz	16420.0 kHz	(ON CALL)

NOTES:

Mariners should note that NAVTEX ICE REPORTS (Category 3) may be programmed for rejection at the receiver. Mariners desiring to receive IIP NAVTEX ICE REPORTS must ensure that their receivers are appropriately programmed for reception.

The Ice Chart Facsimiles (00 UTC & 12 UTC) and the 00 UTC and 12 UTC bulletins are available on the World Wide Web at the International Ice Patrol's products section. IIP's home page can be found at: <http://www.uscg.mil/lantarea/iip/home.html>

The 12 UTC Ice Chart Facsimile is also available via Fax on Demand from the International Ice Patrol's telefax machine. Please dial 1-860-441-2773 from a fax phone, and press "Copy" after successful connection.

The 12 UTC Ice Chart Facsimile is also available via E-mail on Demand from the National Weather Service's FTP e-mail system. Please send an e-mail to ftpmail@weather.noaa.gov with any subject line. The body of the text should read as follows:

```
open
cd fax
get PIEA88.gif    ---or---    get PIEA88.TIF
quit
```

The e-mail server will then automatically send a GIF or TIF formatted image of the facsimile back to the sender's e-mail address.

The 00 UTC Ice Chart Facsimile is available on a trial period for the duration of the 2005 ice season. It will be broadcast at 0438 UTC via HF radio and posted on the World Wide Web at the International Ice Patrol's products section. Please provide feedback on the value of this broadcast to the International Ice Patrol.

The Ice Bulletin is now being posted to the Automated Weather Network, a weather service bulletin board accessible by U.S. Department of Defense and NATO units. Use header STNT41 KNIK to access Ice Patrol's products.

INMARSAT SafetyNET BROADCASTS:

The 00 UTC and 12 UTC Ice Bulletins will be broadcast over the AOR-E and AOR-W Satellites. The 00 UTC bulletin is broadcast between 2000 and 2359 UTC, and the 12 UTC bulletin is broadcast at 1130 UTC. In addition, safety broadcasts regarding icebergs outside of the Limits of All Known Ice will be sent over both satellites upon receipt.

Instructions for sending INMARSAT Code 42 Warnings:

INMARSAT-A

1. Select Telenor (global identification code 01).
2. Select routine priority.
3. Select duplex telex channel.
4. Initiate the call.
5. Upon receipt of GA (Go Ahead), select the desired two-digit prefix access code followed by at + sign (42+).
6. Send the report.
7. The message will be forwarded, at no charge, from the mariner to International Ice Patrol by Telenor Satellite services, Inc.

INMARSAT-C (General instructions)

1. Access the 2-digit code service on SES as instructed in your manufacturer's information.
2. Using the SES text editor, prepare the message.
3. Enter the 2-digit code of the service required (42).
4. Select the CES (01, Telenor, AORW)
5. Transmit the message.
6. Wait for acknowledgment from the CES.
7. The message will be forwarded, at no charge, from the mariner to International Ice Patrol by Telenor Satellite services, Inc.

GREAT LAKES RADAR BEACONS (RACONS)

Radar Beacons (RACONS), when activated by an incoming radar signal transmit a reply providing a range and bearing to the beacon on a radar display. The "reply" consisting of a series of dots and dashes on the radar, may be coded for identification purposes. The range is the measurement to the first dot or dash nearest to the center of the radar. Note that the coded response of RACONS installed in the United States may not be received if the radar set is adjusted to remove interference for sea return. Mariners are advised to turn off the interference controls of their radar when reception of a RACON signal is desired. The following is a list of all U. S. RACONS currently established on the Great Lakes:

LLNR	AID NAME	CHARACTER	BAND
6050	Maumee Bay Ent Light 2	M (- -)	X(3cm)
6885	Detroit River Light	X (- . . -)	X(3cm)
6895	Detroit River Ent LT 01 E	O (- - -)	X(3cm)
8400	Peche Island Range Front Light	G (- - .)	X(3cm)
8525	Lake St Clair Light	N (- .)	X(3cm)
10065	Lake Huron Cut Light 7	T (-)	X(3cm)
11505	Nordmeer Wreck Lighted Buoy WR1	N (- .)	X(3cm)
11750	Poe Reef Light	Z (- - . .)	X(3cm)
12580	Round Island Passage Light	X (- . . -)	X(3cm)
12770	Detour Reef Light	D (- . .)	X(3cm)& S(10cm)
14425	Round Island Light 26	M (- -)	X(3cm)
14530	Whitefish Point Light	O (- - -)	X(3cm)
15170	Manitou Light	M (- -)	X(3cm)
16835	Passage Island Light	G (- - .)	X(3cm)

17750	White Shoal Light	K (- . -)	X(3cm)
17775	Grays Reef Light	G (- . -)	X(3cm)
18340	North Manitou Shoal Light	N (- .)	X(3cm)
19790*	Calumet NE Shoal Light Bell Buoy 2	C (- . - .)	X(3cm)
21535	Lansing Shoals Light	Y (- . - -)	X(3cm)

*These RACONS operate year round with the exception of Calumet NE Shoal Lighted Bell Buoy 2, which is discontinued during winter months.

COAST GUARD NAVIGATION CENTER

The U.S. Coast Guard established the Navigation Center (NAVCEN) to meet the needs of the civil users. NAVCEN is a Coast Guard facility manned 24 hours a day, 7 days a week. The Coast Guard's Navigation Information Service (NIS), operated by NAVCEN, provides information for all radionavigation systems. The NIS is staffed 24 hours a day, 7 days a week and can be contacted at (703) 313-5900 or e-mail at NISWS@navcen.uscg.mil. For more information, contact Commanding Officer, U.S. Coast Guard NAVCEN, 7323 Telegraph Road, Alexandria, VA 22315-3998. The following NAVCEN services are available:

- (a) NAVCEN Web Site (<http://www.navcen.uscg.gov/>) which provides:
 - (1) GPS Status Messages, Almanacs, Precise Ephemeris Data, and Notice Advisory to NAVSTAR Users (NANU's), and Testing Advisories. GPS Status Messages and NANU's are also available via e-mail subscription through the NAVCEN website.
 - (2) DGPS information containing a complete list of all sites and project information.
 - (3) Loran-C notification messages.
 - (4) Local Notice to Mariners for all regions. In addition, the website has general information concerning related topics: text of the Federal Radionavigation Plan, Coast Guards Radionavigation Bulletin, Local Notice to Mariners, Marine Communications notices, and recreational boating safety information.
- (b) 24-hour status recording providing information in voice format. The amount of information is limited to the maximum tape length of 92 seconds. The information is prioritized as follows: cautionary statement, current system status, forecast outages, historical outages, and other changes in the GPS. To contact the status recording, call (703) 313-5907

In addition, the Department of Commerce transmits recorded time information on WWV/WWVH 5, 10, 15, and 20 MHz. During the 40 second interval between time ticks, atmospheric and navigation information is announced by voice. Listen at minute 14 and 15 on WWV and minute 43 and 44 on WWVH for GPS information. Time for broadcast is strictly limited, and the GPS information is prioritized as follows: cautionary statement, NIS operating hours and phone numbers, current system status, and forecast outages.

LORAN "C" INFORMATION

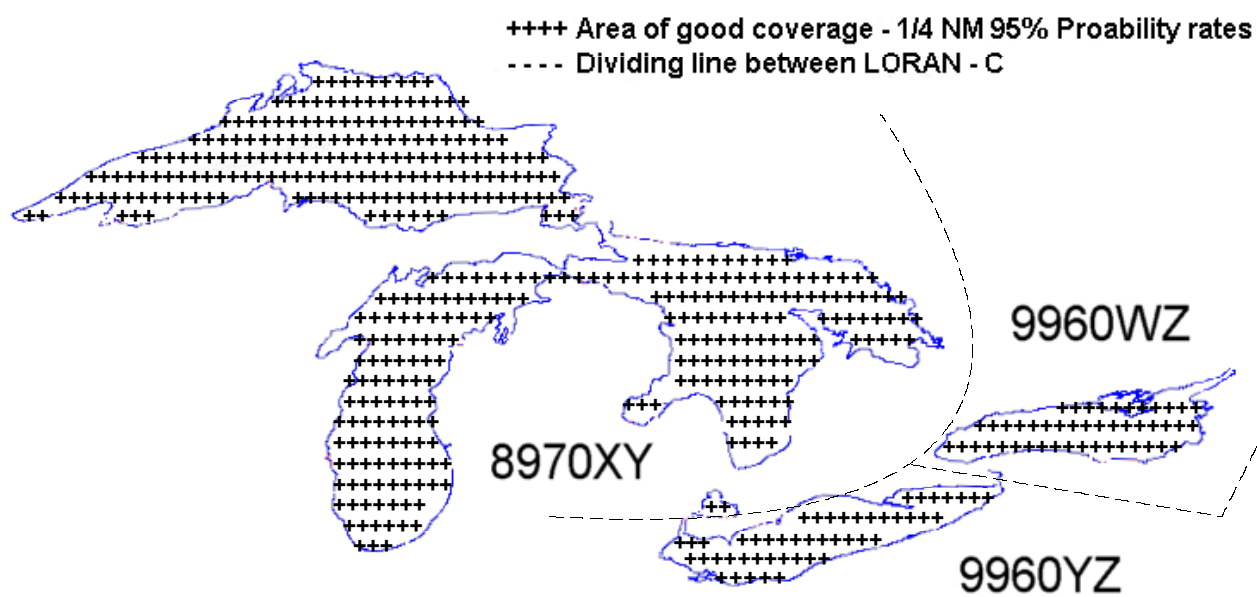
Long Range Navigation, LORAN, is an electronic system using shore based radio transmitters and mobile receivers that allow mariners, aviators and other users to determine their position quickly and accurately, day or night, in practically weather condition.

The Radionavigation Bulletin, distributed quarterly by the U. S. Coast Guard, presents current information on various radionavigation systems and related items of interests. To be placed on the mailing list for this publication write to Commandant (G-OPN-3), U. S. Coast Guard Headquarters, Washington, DC 20593, or call (202) 267-0294. Questions regarding the LORAN-C system should be directed to the following phone numbers:

RATE	CHAIN	FOR SERVICE	FOR COORDINATOR
8970	Great Lakes	(703) 313-5887	(703) 313-5963 (NAVCEN)
9960	Northeast U.S.	(703) 313-5887	(607) 313-5963 (NAVCEN)
5930	Canadian East Coast	(709) 454-3261	(709) 454-2392 (St. Anthony Newfoundland)
7270	Newfoundland East Coast	(709) 454-3261	(709) 454-2392 (St. Anthony Newfoundland)
7980	Southeast U.S	(703) 313-5873	(703) 313-5963 (NAVCEN)

LORAN "C" USER HANDBOOK: The updated and expanded LORAN-C handbook explains in detail the installation and use of technological advances such as solid-state transmitters and state-of-the-art receivers. It provides guidance on such topics as position determination and accuracy, practical aspects of marine navigation, and use of LORAN-C charts. The handbook, 1992 revision of the U.S. Coast Guard's 1980 "Green Book" (stock number 050-012-00331-9), can be ordered online at <http://www.gpo.gov>, or by calling the following Government Printing Offices Bookstores: Cleveland (216) 522-4922; Detroit (313) 226-7816; or Chicago (312) 353-5133

LORAN-C GREAT LAKES SUGGESTED CHAIN USAGE



DIFFERENTIAL GLOBAL POSITIONING SYSTEM

Differential GPS (DGPS) is the regular Global Positioning System (GPS) with an additional correction (differential) signal added. This correction signal improves the accuracy of the GPS and can be broadcast over any authorized communication channel. All DGPS systems consist of the following three basic components: (1) land-based receiver that monitors and collects GPS satellite data and compares this data with information already known by the receiver; (2) a means to transmit corrections generated either at the monitor/reference site or at a central control station in a network of monitor/reference sites; and (3) user equipment that has the hardware necessary to receive the DGPS correction messages and the software necessary to apply the corrections to the information received from GPS satellites.

As a rule, the accuracy that can be obtained from DGPS is proportional to the distance from the user to the monitor/reference site. The Coast Guard will also implement an integrity monitoring system, which will verify the accuracy of the corrections that it transmits on the selected radiobeacon. The frequency that is being used for DGPS by the Coast Guard is MF of approximately 300kHz. The Coast Guard's DGPS Service has been implemented for harbor and harbor approach areas of the continental U.S., Great Lakes, Puerto Rico, and most of Hawaii and Alaska since September 1996, with most sites on line now. The DGPS sites on the Great Lakes are fully operational. Canadian sites are compatible and will overlap certain U.S. areas of coverage, when they are brought on-line. The source for more detailed information and the status of DGPS sites is the Coast Guard Navigation Information Center (NIS) in Alexandria, Virginia.

DIFFERENTIAL DGPS AND SELECTIVE AVAILABILITY: On May 1, 2000, the United States Government stopped the intentional degradation of the global positioning system (GPS) signals available to the public. This feature was called Selective Availability (SA). Civilian users of GPS are now able to pinpoint locations up to ten times more accurately than they did with the Selective Availability turned on.

FREQUENTLY ASKED QUESTIONS ABOUT SA TERMINATION

Will SA ever be turned back on?

The United States has no intent to ever use SA again. To ensure that potential adversaries do not use GPS, the military is dedicated to the development and deployment of regional denial capabilities in lieu of global degradation.

Do I need to replace my receiver to get the higher accuracy?

No. Existing GPS receivers around the world should be getting the higher accuracy right now without any modifications.

With SA gone, do I still need differential GPS (DGPS)?

It depends on your specific user requirements. If you are using GPS for safety-critical navigation, you will still need to use the Coast Guard DGPS or Nationwide DGPS to get the higher accuracy (1-3 meter) and the integrity monitoring/warning service. If you are a surveyor requiring sub-meter positioning, you will still need some form of DGPS to achieve that level of precision.

Will the Coast Guard continue to operate its DGPS services?

Yes. The U.S. Coast Guard will continue to run the maritime DGPS network to provide the higher accuracy and integrity monitoring/warning service required for safety-critical navigation. In fact, efforts are currently under way to expand the Coast Guard DGPS network across the continental United States to provide the same GPS augmentation service to terrestrial users on railroads and highways. The expanded network is known as the Nationwide DGPS, or NDGPS, service.

Is DGPS more accurate now?

No. There should not be much change in the accuracy of DGPS. However, DGPS corrections may not need to be broadcast as frequently any more. As a result, we may see future commercial DGPS services that use less radio bandwidth and thus cost less to the end user.

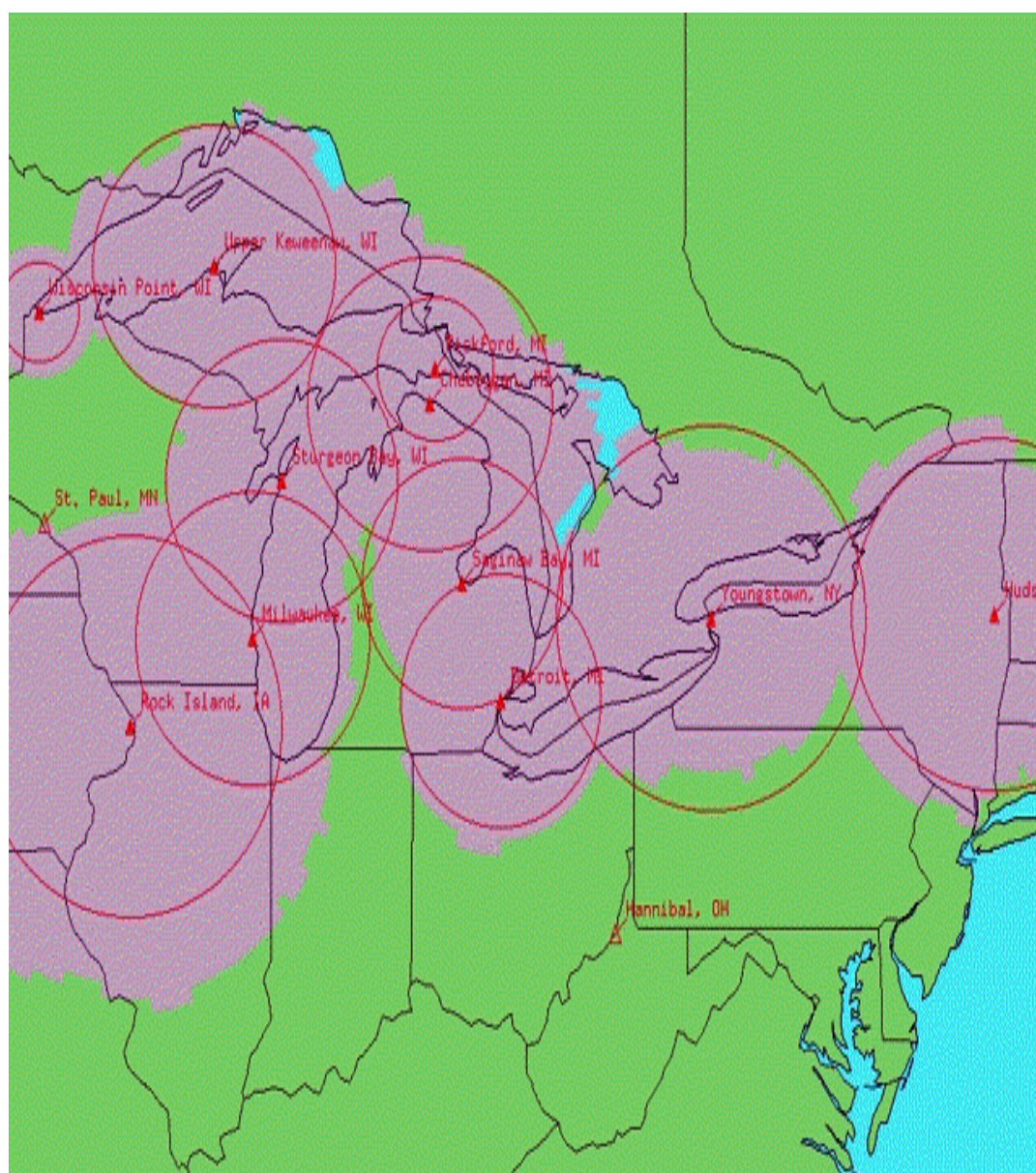
Was SA turned off in other parts of the world?

Selective Availability was a global degradation of the GPS service. It could not be applied on a regional basis. By turning it off, the President immediately improved GPS accuracy for the entire world. The United States has no intention of reactivating SA ever again. Users in the U.S. and the rest of the world should now be experiencing the same basic GPS accuracy of 10-20 meters or better.

DIFFERENTIAL GPS SITES - GREAT LAKES

DGPS Sites	Frequency kHz	Range StM	Baud Rate	Position
Youngstown, NY	322kHz	150	100bps	43°13'54.0"N 78°58'12.0"W
Detroit, MI	319kHz	100	200bps	42°17'50.4"N 83°05'43.2"W
Saginaw Bay, MI	301kHz	85	100bps	43°37'43.2"N 83°50'16.2"W
Cheboygan, MI	292kHz	110	200bps	45°39'12.6"N 84°27'56.4"W
Pickford, MI	309kHz	60	200bps	46°03'53.0"N 84°21'41.0"W
Upper Keweenaw, MI	298kHz	130	100bps	47°13'42.0"N 88°37'30.0"W
Wisconsin Point, WI	296kHz	40	100bps	46°42'18.0"N 92°00'54.0"W
Milwaukee, WI	297kHz	140	100bps	43°00'09.1"N 87°53'18.4"W
Sturgeon Bay, WI	322kHz	110	100bps	44°47'43.7"N 87°18'51.6"W
Hudson Falls, NY	324khz	135	200bps	43°16'12.6"N 73°32'18.6"W

GREAT LAKES DGPS COVERAGE



NAUTICAL CHARTS, PUBLICATIONS AND INFORMATION

LOCAL NOTICE TO MARINERS

The Local Notice to Mariners is for those who have a use for or legitimate interest in the information contained therein. These include, but are not limited to, maritime organizations, merchant vessels, small boat operators, Coast Guard Auxiliary Flotillas, Power Squadrons, yacht clubs, and news media. The LNM is prepared and published on the internet at the beginning of each week. Therefore, information intended for the LNM concerning operations that may affect the safety of navigation must arrive by 8:00 a.m. on Monday, two weeks before the proposed operation, at the Ninth Coast Guard District, Aids to Navigation Office, marked "LNM entry." When submitting an entry for the LNM, include the following information: (1) name of the company doing the work; (2) location of the work (both the latitude and longitude and the geographic location); (3) dates pertaining to the event; (4) description of the work/event; and (5) phone number of person to contact in case we have further questions. The information contained in each LNM is current as of 10:00 a.m. on the printing date. Mariners should keep in mind printing and mailing delays.

The Ninth District Local Notice to Mariners (LNM) is the primary source of information for mariners with the Broadcast Notice to Mariners providing supplementary, last minute information. Although individual articles refer to specific charts and/or publications, it is the responsibility of users to decide which of their charts and/or publications require corrections. To standardize the system throughout the U.S. Coast Guard, the following LNM format has been adopted:

SECTION I. SPECIAL NOTICES - Information that affects a wide segment of the maritime public or is otherwise especially noteworthy with regard to particular events and general developments in navigation.

SECTION II. DISCREPANCIES AND CORRECTIONS - Aids to navigation, which are not operating as shown in the Light List. Discrepancies, which are expected to be corrected prior to being available on the internet (usually 10:00 a.m. Tuesdays), are not included. Discrepancies, which have been corrected since their publication in the last Local Notice to Mariners, will be listed.

SECTION III. TEMPORARY CHANGES AND CORRECTIONS - Aids to navigation that have a change of a temporary nature. In addition, temporary changes that have been corrected since their publication in the last Local Notice to Mariners will be listed.

SECTION IV. CHART CORRECTIONS - Information concerning actual work done, both temporary and permanent, on aids to navigation federally and privately maintained that should be reflected on charts. The Local Notice to Mariners contains corrective action that affects charts, Light List, Coast Pilots, and other publications that may from time to time require updating. Corrective action affecting charts is contained in section V where chart corrections and new editions of charts are listed numerically by chart number, beginning with the lowest and progressing through all charts affected. Related charts, if any, have their own correction, which in turn pertain to a single chart only. The following example explains the individual elements of a typical correction.

Chart number	Chart edition	Edition date	Last Local Notice to Mariners	Datum	Source of Correction/ Current Notice to Mariners
14001	1st ed	12/20/53	(Last LNM 2/83)	(NAD) 1927	(CG9) or (NOS CL 80/87) 15/83
(Temp) LAKE WOEBEGON ---- Name of Chart					
Add	Imaginary Point Light			48 24 57.2N 94 03 30.2W	
	Fl 2.5 sec 25ft 4 St M			I	
				position	
Corrective action			Object of corrective action		

A chart number preceded by the word (Temp) below the chart number indicates that the chart correction action is temporary in nature. The letter (M) immediately following the chart number indicates that the correction should be applied to the metric side of the chart ONLY. The letter M is not part of the chart number. Courses and bearings are given in degrees clockwise from 000 true. Bearings of light sectors are toward the light from lakeward. Nominal range of lights is expressed in statute miles (St M).

SECTION VI. ADVANCE NOTICE OF SCHEDULED CHANGES IN AIDS TO NAVIGATION - Notice of approved projects, of significant changes, which are scheduled for a certain date of accomplishment. It may also contain notices of forthcoming temporary changes such as dredging.

SECTION VII. PROPOSED CHANGES IN AIDS TO NAVIGATION - Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids were established have changed. When changes occur, the feasibility of improving, relocating, replacing or discontinuing the aid is considered. Comments are requested, and should be addressed to: **COMMANDER (oan), NINTH COAST GUARD DISTRICT, 1240 E. NINTH STREET, CLEVELAND, OHIO 44199-2060**, and should include the following information:

- a. Quantity, type, capacity and value of vessels involved, and the extent that these vessels traverse the area under consideration seasonally, by day, and by night.
- b. Where practicable, the type of navigation equipment the vessels are equipped with, such as compasses, radio direction finder, radar, loran, and searchlights.
- c. The number of passengers; and type, quantity, and value of cargo involved.
- d. A chart section or sketch showing the action proposed when necessary to clearly describe the recommended improvement.

SECTION VIII. GENERAL - Information concerning publications, channel conditions, obstructions, hazards to navigation, dangers, anchorages, restricted areas, bridge information, regattas, or other matters of marine information, which do not fit in any other category. Entries pertaining to dredging, construction and bridge discrepancies are listed in two ways. First, the entry will be entered in paragraph form with all pertinent information. If the discrepancy is to last for more than one week, the entry will be placed on the summary list referencing the LNM in which the initial entry appeared. The discrepancy will remain on the summary list until the approximate completion/repair date.

SECTION IX. LIGHT LIST CORRECTIONS - Corrections to the USCG Light List Vol. VII- the Great Lakes. These corrections are printed in order to make corrections easier.

BROADCAST NOTICE TO MARINERS (BNM)

The Coast Guard broadcasts information concerning aids to navigation (ATON) maintained by the Coast Guard; information concerning newly established aids; discontinuance, changes, and discrepancies in aids to navigation; marine obstructions; temporary changes in bridge operations; clearances of drawbridges; or any other pertinent information which navigational interests should receive without delay.

Broadcast Notices to Mariners (BNM) are consecutively numbered starting with 0001 for each calendar year commencing at 0001 Greenwich Mean Time on January 1st. A letter preceding a three-digit number indicates the BMN region. Example: Group Buffalo **B**001, Group Detroit **D**001, Group Sault Ste Marie **S**001, Group Milwaukee **M**001, Group Grand Haven **G**001. If a letter does not precede the number, it is a District originated broadcast.

Reported ATON discrepancies are broadcast immediately without waiting for positive verification. The discrepancy will be referred to as "reported" unless the existence of the discrepancy has been positively verified. If the information contained in the BNM is still significant when the Local Notice to Mariners (LNM) reaches printing time, it will be included within the LNM.

PUBLICATION INFORMATION

CHART NUMBER 1 - Due to the increasing production costs in the publication and distribution of its nautical products, the National Ocean Service (NOS) no longer publishes Chart No. 1, United State of America, Nautical Chart Symbols and Abbreviations in a hard copy form. However, to ensure that the information in Chart No. 1 is available to the maritime community, a digital copy can be accessed through the Office of Coast Survey home page, <http://chartmaker.ncd.noaa.gov>, where it can be viewed or downloaded.

UNITED STATES COAST PILOT - The U.S. Coast Pilot includes information on channel descriptions; anchorages; bridge and cable clearances; tides, currents and water levels; prominent features; Pilotage; towage; weather; ice conditions; wharf descriptions; dangerous routes; traffic separation schemes; small craft facilities; and federal regulations applicable to navigation. The majority of Coast Pilot information cannot be shown graphically on standard nautical charts and is not readily available elsewhere. Changes to the Coast Pilot that may affect the safety of navigation are published in the Local and Weekly Notices to Mariners. All amendments to the previous editions, issued through Notices to Mariners, are incorporated in new edition when published.

Coast Pilot 6 covers the Great Lakes region: Lakes Ontario, Erie, Huron, Michigan, Superior and the St. Lawrence River. Commencing with the 28th Edition, Coast Pilot 6 no longer carries descriptions of Canadian waters, shoreline, and related supplemental information. However, text related to significant coterminous waterways such as the Detroit River remains in Coast Pilot 6. Mariners should consult Canadian Great Lakes Sailing Directions (Volumes 1 and 2) for information concerning Canadian waterways.

LIGHT LIST - The Light List contains a list of lights, sound signals, buoys, daybeacons, and other aids to navigation. It is published annually and is intended to furnish more complete information concerning aids to navigation than can be conveniently shown on charts. It is not intended to be used during navigation in place of charts or Coast Pilots. Charts should be consulted for the location of all aids to navigation; it may be dangerous to use aids to navigation without reference to charts. Changes made to aids to navigation during the year are published in the Local Notice to Mariners. Mariners should keep their Light Lists, charts and other nautical publications corrected.

Light List Volume VII, COMDTPUB P16502.7, lists the lights and other marine aids to navigation maintained by or under authority of the United States Coast Guard on the Great Lakes. Lighted aids, and fog signals maintained by Canadian Authority, which may be used by vessels proceeding through joint Canadian and United States waters, are also included; not included are aids having no lateral significance such as special purpose, anchorage, fish net or dredging.

NOTICE TO MARINERS - are prepared jointly with the National Ocean Service (NOS) and the Coast Guard; and published weekly by the National Geospatial-Intelligence Agency (NGA). They contain selected items from the Local Notices to Mariners and other reported marine information required by oceangoing vessels operating in both foreign and domestic waters. Notice to Mariners No. 1 is published annually covering a variety of subjects generally not discussed in the Coast Pilot or shown on nautical charts. Oceangoing vessels may obtain Notice to Mariners, at no cost, by contacting: Defense Logistics Agency, DSC-R, Attn: Product Center 9, 8000 Jefferson Davis Highway, Richmond, VA 23297-5337.

NAUTICAL CHARTS - are published primarily for the use of the mariner; they also serve public interests in many other ways. Charts are compiled principally from NOS basic field surveys and supplemented by data from other Government organizations.

IMPORTANCE OF UP-TO-DATE CHARTS

The date of a chart is of vital importance to the navigator. When charted information becomes obsolete, further use of the chart for navigation may be dangerous. Natural and artificial changes, many of them critical, occur constantly. It is important that navigators obtain up-to-date charts at regular intervals and correct them when changes are published in the Notice to Mariners. Charts are revised at regular intervals; users should consult the pamphlet "Date of Latest Editions" for the dates of current chart editions. The pamphlet, issued quarterly, is available free from the **Distribution Division, (N/ACC3), National Ocean Service, NOAA, Lafayette Avenue, Riverdale, Maryland, 20737**. Current edition and applicable notice number listings also appear each week in the NGA Notice to Mariners, Section I-3. Any defects found in National Ocean Service charts should be reported to **Director, Office of Coast Survey (N/CS 28), National Ocean Service, NOAA, 1315 East-West Highway, Silver Spring, MD 20910-3282**, telephone (301) 713-2737. The Marine Information Report and Suggestion sheet in the NGA Notice to Mariners may also be used, particularly for non-NOS products.

ELECTRONIC UPDATE SERVICE FOR DIGITAL CHARTS - A weekly electronic update service is now available for NOAA'S digital, raster nautical charts. All Notice to Mariner corrections from the United States Coast Guard, the National Geospatial-Intelligence Agency (NGA) and Canadian Hydrographic Service are included. The service is provided via a partnership between NOAA and Maptech, Inc. Further information is available from NOAA at (301) 713-2770, <http://chartmaker.ncd.noaa.gov> or from Maptech at (978) 933-3000, <http://www.maptech.com>.

SUMMARY OF CORRECTIONS - Charts and publication corrections are compiled in the Summary of Corrections published by the National Geospatial-Intelligence Agency (NGA). The Summary of Corrections is divided into five volumes, each published annually. Four of these volumes are regional in coverage; the fifth volume contains corrections for the world and ocean basin charts, U.S. Coast Pilots, and Sailing Directions for the world.

GREAT LAKES, CONNECTING CHANNELS AND ST. LAWRENCE RIVER WATER LEVELS AND DEPTH - The U.S. Army Corps of Engineer provide this monthly publication, a forecast of Great Lakes channel depths for navigation purposes, as well as the GREAT LAKES BULLETIN, a six-month forecast of probable levels of the Great Lakes. Both publication may be obtained free of charge from: Department of the Army, Detroit District Corps of Engineers, Attn: CENCE-ED-L, PO Box 1027, Detroit, MI 48231.

ORDERING NAUTICAL PUBLICATIONS

Note: the U.S. Coast Guard is not a distribution point for charts and publications.

NATIONAL OCEAN SERVICE (NOS) - NOS produces charts and related publications to aid the safe navigation of marine and air commerce; in addition to, providing basic data for engineering and scientific purposes, and for other commercial and industrial needs. The principal facilities of NOS are located in Silver Spring, MD. (Headquarters), Norfolk, VA (Atlantic Marine Center), and Seattle, WA (Pacific Marine Center). These offices maintain files of charts and other publications that are available for the mariners.

NOS Sales Agents should be utilized for the purchase of charts, *Coast Pilots, Tide Tables, Tidal Current Tables, Tidal Current Diagrams, and Tidal Current Charts of the National Ocean Service.* Sales agents are located in many U. S. and some foreign ports. A list of authorized sales agents and public sales catalogs may be obtained, free of charge, by contacting: NOAA Distribution Division (N/ACC3), National Ocean Service, Lafayette Avenue, Riverdale, Maryland, 20737-1199; or (301) 713-2737. Various NOS products can also be ordered online through the NOAA website at <http://chartmaker.ncd.noaa.gov>.

NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY

The National Geospatial-Intelligence Agency (NGA) Maritime Safety Information Division Website provides worldwide remote query access to extensive menus of maritime safety information 24 hours a day.

Databases made available for access, query and download include Chart Corrections, Publication Corrections, NGA Hydrographic Catalog Corrections, Chart and Publication Reference Data (current edition number, dates, title, scale), NGA List of Lights, USCG Light Lists, Worldwide Navigational Warning Service (WWNWS) Broadcast Warnings, Maritime Administration (MARAD) Advisories, Department of State Special Warnings, Mobile Offshore Drilling Units (MODUs), Anti-Shipping Activity Messages (ASAMs), World Port Index, and Radio Navigational Aids. Publications that are also made available as PDF files include the US Notice to Mariners, US Chart No 1, The American Practical Navigator (Bowditch), International Code of Signals, Radio Navigational Aids, World Port Index, Distances Between Ports, Sight Reduction Tables for Marine and Air Navigation, Radar Navigation and the Maneuvering Board Manual.

The Maritime Safety Information Division Website can be accessed via the NGA Homepage (<http://www.nga.mil/>) under the Safety of Navigation icon or directly at (<http://www.nga.mil/>).

Any questions concerning the Maritime Safety Information Division Website may be directed to:

MARITIME SAFETY INFORMATION DIVISION
ATTN: NSS Staff
ST D 44
NATIONAL GEOSPATIAL-INTELLIGENCE AGENCY
4600 Sangamore Road
Bethesda, MD 20816-5003
Telephone: (1) 301-227-3296 or DSN 287-3296
Fax: (1) 301-227-4211
E-mail: mailto:webmaster_nga@NGA.mil

NGA public sale charts are available through the Federal Aviation Administration (FAA), National Aeronautical Charting Office (NACO). Please call or write:

FAA Distribution (AVN530)
National Ocean Service
6501 Lafayette Avenue
Riverdale, Maryland 20737-1199
Telephone: (301) 436-8301
Toll free within the United States
1-800-638-8972
Fax (301) 436-6829

E-Mail: distribution@faa.gov
Internet Address: <http://www.naco.faa.gov/>
FAA Chart Agency Internet Address:
<http://www.naco.faa.gov/agentslisting.html>

If you have any questions, please call the Regional Analyst for the Great Lakes - DanaAnn at (1) 301-227-3122 or e-mail to tomad@nga.mil.

GOVERNMENT BOOKSTORES LOCATED IN THE GREAT LAKES REGION

Navigation Rules International-Inland (stock # 050-012-00287-8), and *Light List Volume VII Great Lakes* (stock # 050-012-00362-9) can be ordered online at <http://www.access.gpo.gov> or from the following Great Lakes' Government Bookstores:

ILLINOIS - Suite 124, One Congress Center, 401 South State St., Chicago, IL. 60604 Phone (312) 353-5133

MICHIGAN - Suite 160, Federal Building 477 Michigan Ave., Detroit, MI. 48226 Phone (313) 226-7816

OHIO - Rm 1653, Federal Building 1240 E. 9th St, Cleveland, OH. 44199 Phone (216) 522-4922

WISCONSIN - Suite 150, Federal Plaza 310 W. Wisconsin Ave., Milwaukee, WI 53203 Phone (414) 297-1304

CANADIAN PUBLICATIONS

CANADIAN COAST GUARD NOTICE TO MARINERS, similar to the U.S. Notice to Mariners, is published monthly. The publication is available at <http://www.notmar.com>, or to be placed on the mailing list, write to Director General, Marine Navigation Services Directorate, Canadian Coast Guard, Department of Fisheries and Oceans, Ottawa, Ontario K1A 0N7.

CANADIAN LIGHT LIST can be obtained by writing Canadian Coast Guard Transport Canada, Director General, Marine Navigation Services, Ottawa, Canada K1A 0N7.

Effective May 01, 2001 Canadian charts will only be offered through CHS dealers. Will only be available through dealers at <http://charts.gc.ca/pub/en/dealers> please phone if you require further information (613) 998-4931.

CANADIAN COAST GUARD NAVTEX BROADCAST

Outlined in the following is the CANADIAN COAST GUARD NAVTEX broadcasts provided by Marine Communications and Traffic Services (MCTS) Centers located in Thunder Bay and Prescott, Ontario. Prescott MCTS Center provides a NAVTEX (H) broadcast using a transmitter site located at Latitude 44-56-13N, Longitude 081-14-09W. This provides NAVTEX services to Lake Huron, Georgian Bay, Lake Erie and Lake Ontario. Thunder Bay MCTS Center provides a NAVTEX (P) broadcast using a transmitter site located at Latitude 48-33-46N, Longitude 088-39-22W. This provides NAVTEX services to Lake Superior and northwestern Lake Huron. The characters F1B after the frequency represent Radio Teletype frequencies.

MCTS Prescott/VBA-Broadcasts

Time: UTC	Frequency	Contents
Continuous	Ch21B Orillia	RADIOTELEPHONY: (English) Weather Forecast (MAFOR) synopsis and area forecast For Georgian Bay (Area 406). Current small craft weather reports. Notices to Shipping for the Trent-Severn waterway System.
0110	518F1B	NAVTEX (H): Notice to Shipping Ice (during ice season)
0510	518F1B	NAVTEX (H): - Weather.
0910	518F1B	NAVTEX (H): - Weather.
1310	518F1B	NAVTEX (H): Notice to Shipping Ice (during ice season)
1710	518F1B	NAVTEX (H): - Weather
2110	518F1B	NAVTEX (H): - Weather

Prescott Marine Communication and Traffic Service Center Marine Facsimile Package

A Great Lake Marine weather package is available by FAX from Prescott Marine Communication and Traffic Services Center. Data is provided by the Ontario Weather Center and consists of the following:

- a) Marine forecast for the Great Lakes and St. Lawrence River, (Eastward to Montreal only)
- b) Marine Weather Warnings
- c) Prognosis Chart
- d) Marine Observation Chart
- e) Ice Chart
- f) Ice Report

Calling (613) 925-0666 and operating the POLL function on your facsimile machine may poll the weather package. Mariners are cautioned that information may not be the latest issue.

MCTS Thunder Bay/VBA-Broadcasts

Time: UTC	Frequency	Contents
0230	518F1B	NAVTEX (P): Weather.
0830	518F1B	NAVTEX (P): Notice to Shipping Ice (during ice season)
1030	518F1B	NAVTEX (P): - Weather.
1430	518F1B	NAVTEX (P): - Weather.

1830	518F1B	NAVTEX (P): Notice to Shipping Ice (during ice season)
2230	518F1B	NAVTEX (P): - Weather
Continuous (CMB West)	Ch21B Horn Sault Ste Marie Thunder Bay Ch83B Bald Head	Weather forecasts (MAFOR) for Lakes Superior and Huron, Georgian Bay (areas 405,406,408). LAWEB broadcast for reporting points from Duluth (Lake Superior) to Killarney (Georgian Bay). Current ship weather observations. Notices to Shipping for Lake Superior and the ST. Mary's River. Water level Lakes Superior and Huron. Ice hazard bulletin for Lake Superior, and White Fish Bay. Note: When CMB is out of service, scheduled broadcast will Be made at Traffic List times.

LAW ENFORCEMENT

COAST GUARD LAW ENFORCEMENT MISSION

One of the Coast Guard's primary missions is the enforcement of laws and treaties upon the high seas and waters subject to Federal statutes. These Federal Laws include illegal drug interdiction, illegal immigrant interdiction, vessel safety, water pollution, fisheries, and enforcement of the 200-mile exclusive economic zone. Section 89 of Title 14 of the United States Code authorizes the Coast Guard to make inquiries, examinations, inspections, searches, seizures, and arrests upon the high seas and waters over which the United States has jurisdiction in order to enforce Federal Laws. A vessel operator who fails to stop when so ordered by the Coast Guard may be subject to civil and criminal penalties. All Coast Guard officers and petty officers are Federal law enforcement officers. This chapter includes information concerning Coast Guard Law Enforcement policies and procedures.

DISTINCTIVE MARKS OF COAST GUARD VESSELS

U.S. Coast Guard vessels are identified by a distinctive red, white, and blue diagonal "racing" stripe located on either side of the vessel near the bow, the words "U.S. COAST GUARD" on the side of the vessel and the Coast Guard Ensign. Personnel aboard the vessel will be in uniform. Small boats that transfer the boarding team from the Coast Guard Cutter will also display the Coast Guard Ensign and may or may not display the distinctive stripe. Coast Guard personnel may also be found aboard other vessels such as U.S. Navy, Coast Guard Auxiliary, state and local law enforcement vessels, etc. When Coast Guard personnel are aboard a vessel of another agency, that vessel will display the Coast Guard Ensign. Coast Guard vessels may have their navigational running lights extinguished at night while on patrol. Running lights, if off, will be energized subsequent to the Coast Guard vessel approaching and attempting communications. In addition, the Coast Guard Ensign and the "racing" stripe will be illuminated if possible.

COAST GUARD BOARDING POLICY

The purpose for conducting law enforcement boardings is to enforce all applicable U.S. Laws and regulations and to educate the mariner on the proper and safe practices associated with operating a vessel. The majority of Coast Guard boardings are random and are conducted at sea while the vessel is underway. While most vessels are engaged in legitimate recreation or commercial use, there have been instances where illegal drug trafficking and illegal fishing have been discovered and terminated as a result of a random boarding. The boarding team will consist of a Boarding Officer who is in charge and several additional members. Coast Guard boarding team members will be dressed in uniforms marked with the words "U.S. COAST GUARD" on both the shirts and hats. During transit from the cutter to the vessel being boarded they will be wearing personal flotation devices or exposure suits, both of which will also be marked with "U.S. COAST GUARD." Prior to boarding a vessel the Coast Guard cutter will attempt to establish communications

with the operator or vessel via radio or loud hailer. Once communications are established, the Coast Guard will want to speak with the master of the vessel. Some initial questions will be asked to determine the nationality of the vessel and crew and the vessel's homeport. Instructions will be passed to the vessel concerning the boarding. A small boat will normally transfer the boarding team to the vessel. The boarding officer may give additional instructions while coming alongside in the small boat. Do not assist the small boat in coming alongside unless requested to do so by the boarding officer.

ONCE ABOARD THE VESSEL

Once the boarding team is aboard, the boarding officer will need to identify the operator or master of the vessel and see personal identification for each crewman, the vessel's Official Document or state registration. The boarding team will check the vessel operator for compliance with applicable Federal laws. When the boarding is complete the boarding officer will present the master with a copy of the Coast Guard Boarding Report and an Enforcement Action Report if applicable and explain any violations that were noted as well as the penalty process. Coast Guard boarding teams are law enforcement professionals and are well trained. The boarding teams follow standard procedures to conduct thorough boardings with as little disruption as possible to the crew of the vessel being boarded.

REPEAT BOARDINGS

Coast Guard units attempt to avoid repeatedly boarding the same vessel. When a vessel has been recently boarded and complete safety, documentation, pollution, and fisheries (if applicable) inspections were completed, the boarding team will check those items found in violation on the previous boarding and may spot check other items. Mariners should keep a copy of their boarding reports onboard and present them to the boarding officer upon embarking their vessel. Any complaints concerning a Coast Guard boarding should be directed to: Commander (ole), Ninth Coast Guard District, 1240 East Ninth Street, Cleveland, OH 44199-2060. Tel: (216) 902-6090, Mon-Fri. 8am - 4pm.

SMUGGLING

There is increasing evidence of drug, contraband and alien migrant smuggling throughout the Great Lakes. Much of this illegal activity is reportedly taking place in narrow waterways along the U.S./Canadian border, such as the St. Lawrence, Niagara, Detroit and St. Mary's Rivers. The Coast Guard aims to prevent all types maritime smuggling by interdicting smuggling vessels at sea. Mariners observing suspicious activity or having information that a vessel may be involved in these activities are requested to contact the nearest Coast Guard unit or Coast Guard Investigation Service, Central Regions, 1240 East Ninth Street, Cleveland, OH 44199-2060. Tel: (216) 902-6136. The 24-hour service number is (216) 902-6117/18 or 1-800-321-4400.

OPERATING A VESSEL WHILE UNDER THE INFLUENCE

Federal law provides civil and criminal penalties for persons who operate a vessel under the influence of alcohol or drugs. The prohibitions pertain to both recreational and commercial vessels; however, the provisions are slightly different for the two categories.

A. Recreational vessels: As applied to recreational vessels, "operator" is defined as an individual who has an essential role in the operation of a vessel underway, including but not limited to navigation of the vessel or control of the vessel's propulsion system. An individual is considered under the influence when:

1. The individual has an alcohol concentration of .08% (or the state limit) by weight or more in their blood, or
2. The effect of the intoxicant consumed by the individual on the person's manner, disposition, speech, muscular movement, general appearance or behavior is apparent by observation.

If the operator is under the influence, the voyage may be terminated for unsafe condition and the operator is subject to a civil penalty up to \$5,000 or a criminal penalty up to \$5,000 and/or one year in prison.

B. Commercial vessels: The principal differences in enforcement of these regulations for operators of commercial vessels are:

1. All crewmembers, including any pilot and a watchstander who is not a regular member of the crew, are considered to be "operating a vessel."
2. An individual is considered intoxicated if the blood alcohol concentration is .04% by weight or more in the blood.

TERMINATION OF USE

A Coast Guard boarding officer who observes a recreational boat operating in an unsafe condition, specifically defined by law or regulation, and determines that an "ESPECIALLY HAZARDOUS CONDITION" exists, may direct the operator to take immediate steps to correct the condition, including returning to the nearest mooring facility. The specific unsafe conditions for which termination may be imposed are:

1. Insufficient number of personnel flotation devices (PFDs)
2. Insufficient firefighting devices
3. Overloaded conditions
4. Improper navigational light display
5. Fuel leakage
6. Fuel in bilges
7. Improper ventilation
8. Improper flame arrester
9. Operating a vessel while intoxicated
10. Manifestly unsafe voyage

An operator who refuses to comply with the order to terminate unsafe use of the boat may be cited for failure to comply with directions of a Coast Guard boarding officer, as well as for the specific statutory or regulatory violation or provisions which were the basis for the termination order.

PERSONAL USE QUANTITIES OF ILLEGAL NARCOTICS

The discovery of any amount of illegal drugs - including "personal use" quantities - on a U.S. vessel, or any vessel within United States waters will result in enforcement action by the Coast Guard. This enforcement action may lead to the seizure of the vessel and the arrest of those onboard in possession. In applying this "Zero-Tolerance" policy, the Coast Guard considers all of the circumstances in determining what enforcement action to take.

OUR POLICY: When, in the course of a Coast Guard boarding, personal use quantities of illegal narcotics are found, the Boarding Officer will notify local authorities or issue a Summons for the vessel owner to appear before the District Director of Customs in that Customs District. At this proceeding, the District Director will decide whether or not to seize the vessel and issue a fine to the vessel owner. In some cases, the Coast Guard will seize the vessel without issuing a summons form. These cases are:

- Where the owner, master, or person in charge is in possession of the controlled substance.
- Where the owner, master, or person in charge appears to be impaired by use of the controlled substance.
- Where the owner, master, or person in charge refuses to sign the summons form.
- Where previous personal use violations involving the vessel have occurred.

When the Coast Guard seizes a vessel, the vessel is turned over to the Customs Service for further action.

YOUR PRECAUTIONS: Boat owners have the responsibility to ensure that illegal drugs are not brought aboard their vessels. During the forfeiture proceeding, vessel owners have the opportunity to present information to indicate that they are both innocent and non-negligent relative to the illicit transportation of a controlled substance by the vessel. Owners should therefore consider what actions they can reasonably take to reduce the risks of the illegal presence of a controlled substance onboard. The following suggestions are provided for boat charter operators, fishing boat owner/ operators, recreational boat owner/operators, and those engaged in coastal trade:

- Post a zero tolerance notice in a visible, public area onboard the vessel.
- Ensure that all advertising contains a zero tolerance statement.
- Make zero tolerance a condition of all contracts for boat leases, rentals and charters.
- Have each salaried crewmember sign a statement that he or she will not introduce or use illegal drugs onboard.
- Provide drug education for the crew.
- Establish a written company policy in support of zero tolerance.
- Secure those compartments onboard the vessel, which are restricted from public access.
- Inform friends and others onboard your boat that any illegal drug use will not be tolerated.
- Provide cooperation and assistance to Coast Guard and Customs officers as they carry out their boarding duties.

The Zero Tolerance policy has not changed the Coast Guard's primary law enforcement emphasis on the interdiction of smugglers. Nor will it result in any change in the normal deployment of ships or aircraft. It means that the Coast Guard, in the course of regular patrols, boardings, and inspections, will now seize the vessel, or issue a summons in lieu of seizure and may arrest people onboard when even "personal use" quantities of illegal drugs are found.

COAST GUARD POLICY ON STOLEN BOATS

Due to its status as a maritime law enforcement agency, and because of its high visibility and availability to the boating public, the Coast Guard is often the first agency approached by persons whose boats have been stolen. While the Coast Guard does not have sole responsibility for dealing with such matters, the Coast Guard will issue a vessel lookout, conduct harbor checks as appropriate, and coordinate action with appropriate federal, state, and local law authorities.

HOMELAND SECURITY

Regulated Navigation Area; Reporting Requirements for Barges Loaded With Certain Dangerous Cargoes, Illinois Waterway System Within the Ninth Coast Guard District

The Coast Guard is establishing a regulated navigation area (RNA) for all portions of the Illinois Waterway System located within the Ninth Coast Guard District. This RNA applies to towing vessel operators and fleeting area managers who are responsible for the movement of barges carrying certain dangerous cargoes on the Illinois Waterway System and requires them to report their position and other information to the Inland River Vessel Movement Center (IRVMC). This action is necessary to ensure public safety, prevent sabotage or terrorist acts, and facilitate the efforts of emergency services and law enforcement officers responding to terrorist attacks.

FOR FURTHER INFORMATION CONTACT: Commander Michael Gardiner or Lieutenant Matthew Colmer, Ninth Coast Guard District Marine Safety Division, at (216) 902-6045.

Regulatory Information

On May 2, 2003, the Coast Guard published a temporary final rule and request for comments entitled "Regulated Navigation Area; Reporting Requirements for Barges Loaded With Certain Dangerous Cargoes, Illinois Waterway System within the Ninth Coast Guard District" in the Federal Register (68 FR 23399). We did not receive any comments. However, the Eight Coast Guard District published a parallel temporary final rule on May 2, 2003 (68 FR 23393). As of July 9, 2003, the Eight Coast Guard District had received six written comments in response to their temporary final rule.

On July 30, 2003, the Coast Guard published a notice of proposed rulemaking (NPRM) entitled "Regulated Navigation Area; Reporting Requirements for Barges Loaded With Certain Dangerous Cargoes, Illinois Waterway System located within the Ninth Coast Guard District" in the Federal Register (68 FR 44706). When drafting the NPRM, we considered all written comments submitted to the docket for the parallel temporary final rule issued by the Eight Coast Guard District that was published on May 2, 2003 (68 FR 23399). The Coast Guard's responses to those comments are explained under the "Discussion of Comments and Changes" section of the NPRM (68 FR 44706).

As of September 15, 2003, we have only received one written comment on the NPRM. No public meeting was requested so one was not held.

As indicated in our "Discussion of Comments and Changes" section below, we have considered this comment in this interim final rule and, where appropriate, we have made the rule less burdensome than the temporary final rule currently in effect. In issuing this interim final rule, we have allowed for an additional comment period before we impose any final rule.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the Federal Register. On May 2, 2003, we published a temporary final rule (TFR) entitled "Regulated Navigation Area; Reporting Requirements for Barges Loaded With Certain Dangerous Cargoes, Illinois Waterway System with the Ninth Coast Guard District" in the Federal Register (68 FR 23399) that is set to expire 11:59 p.m. EDT on October 31, 2003.

The continued threat of maritime attacks is real as evidenced by the October 2002 attack of a tank vessel off the coast of Yemen and the continuing threat to U.S. assets as described in the President's finding, found at Executive Order 13273 of August 21, 2002 (67 FR 56215, September 3, 2002) that the security of the U.S. is endangered as evidenced by the September, 11, 2001 attacks and that such disturbances continue to endanger the international relations of the United States. See also Continuation of the National Emergency with Respect to Certain Terrorist Attacks, (67 FR 58317, September 13, 2002); Continuation of the National Emergency With Respect To Persons Who Commit, Threaten To Commit, Or Support Terrorism, (67 FR 59447, September 20, 2002). Additionally, a Maritime Advisory was issued to: Operators of U.S. Flag and Effective U.S. controlled Vessels and other Maritime Interests, detailing the current threat of attack, MARAD 02-07 (October 10, 2002). Consequently, heightened measures have

been instituted to ensure the safety of vessels, ports and waterway users. The measures contemplated by this rule are intended to prevent future terrorist attacks against individuals, vessels or facilities on the Illinois Waterway System within the Ninth Coast Guard District. Any delay in the effective date of this TFR is impractical and contrary to the public interest. The original temporary final rule was urgently required to prevent possible terrorist strikes against the United States and more specifically the people, waterways, and properties on the navigable waters of the U.S.

Terrorist attacks on September 11, 2001, inflicted catastrophic human casualties and property damage. These attacks highlighted the terrorists' abilities to utilize multiple means in different geographic areas thereby increasing their opportunities to maximize destruction.

Since the September 11, 2001 terrorist attacks on the World Trade Center in New York, the Pentagon in Arlington, Virginia and Flight 93, the Federal Bureau of Investigation (FBI) has issued several warnings concerning the potential for additional terrorist attacks within the United States. The threat of maritime attacks is real as evidenced by the October 2002 attack on a tank vessel off the coast of Yemen and the prior attack on the USS COLE. These attacks manifest a continuing threat to U.S. assets as described in the President's finding in Executive Order 13273 of August 21, 2002 (67 FR 56215, September 3, 2002). The President found that the security of the U.S. is endangered by the September 11, 2001 attacks and terrorist attacks continue to endanger the international relations of the United States. See also Continuation of the National Emergency with Respect to Certain Terrorist Attacks, (68 FR 53665, September 10, 2003); Continuation of the National Emergency With Respect to Persons Who Commit, Threaten To Commit, or Support Terrorism, (68 FR 55189, September 18, 2003). The references to these Presidential Documents as they appear in this interim final rule have updated those referenced in the NPRM (68 FR 44697). The U.S. Maritime Administration (MARAD) in Advisory 02-07 advised U.S. shipping interests to maintain a heightened state of alert against possible terrorist attacks. MARAD also issued Advisory 03-03 informing operators of maritime interests of increased threat possibilities to vessels and facilities and a higher risk of terrorist attacks to the transportation community in the United States. The ongoing hostilities in Afghanistan and Iraq have made it prudent for U.S. ports and waterways to be on a higher state of alert due to the Al Qaeda organization and other similar organizations who have declared their intentions to conduct armed attacks on U.S. interests worldwide.

Therefore, on April 16, 2003, the Coast Guard established a temporary RNA within that portion of the Illinois Waterway System located within the Ninth Coast Guard District in order to safeguard vessels, ports and waterfront facilities from sabotage or terrorist acts. The temporary RNA remains in effect and applies to barges loaded with certain dangerous cargoes (CDCs) operating on the Illinois Waterway System above mile 187.2 to the Chicago Lock on the Chicago River at mile 326.7, and to the confluence of the Calumet River and Lake Michigan at mile 333.5 of the Calumet River. The RNA affects vessels transporting barges loaded with CDCs that if used as weapons of terrorism could result in substantial loss of life, property, environmental damage, and grave economic consequences. The temporary final rule requires operators of barges loading or loaded with CDCs within the RNA to periodically report their position and other specified information to the IRVMC for protection against sabotage and terrorist acts. The temporary final rule published May 2, 2003, (68 FR 23399) expires on October 31, 2003.

The Coast Guard has determined that there is a need to continue the reporting requirements for barges loaded with CDCs operating on Illinois Waterway System and therefore we are issuing an interim rule while we continue to consider alternatives to increase maritime domain awareness on the Illinois Waterway System within the Ninth Coast Guard District. This rule allows the Coast Guard to enhance maritime security, protect ports and facilities and high-density population centers (metropolitan areas), control vessel traffic, develop contingency plans, and enforce regulations.

As of September 15, 2003, we received one written comment to the NPRM. The comment was addressed to both the Eighth and Ninth Coast Guard Districts. Two parts of the comment were focused specifically on the Ninth Coast Guard District. We will address those two areas of concern first.

The first concern was that rather than have specific reporting points, that operators be permitted to report while within a particular segment like what is already permitted in the Eighth Coast Guard District. The Ninth Coast Guard District is adopting this recommendation so that the reporting system process is identical whether you are in the Eighth or Ninth Coast Guard District. The second concern requested that we remove two reporting points: the Lockport Lock & Dam and the Dresden Lock & Dam. Since vessels are reporting in upon entry into the RNA, and upon dropping off or picking up a CDC barge from a fleeting area or facility, the Coast Guard will follow this recommendation.

Several other comments were received that were more general in nature. Since the Eighth Coast Guard District has a parallel rule, we are adopting their responses to those comments to ensure uniformity between the Eighth and Ninth District and the requirements of the IRVMC. The comment focused generally on 4 concerns: (a) Reporting the planned route, (b) notifying the IRVMC 4 hours prior to originating a voyage within the RNA with one or more CDC barges, (c) notifying the IRVMC upon moving one or more CDC barges from one fleeting area to another fleeting area or facility, and (d) reporting information as directed by the Coast Guard. Each section of this comment is discussed in more detail in the following six paragraphs.

Planned Route. The one comment we received stated that the requirement for submission of a planned route will increase the burden upon the mariner while providing no improvement on the information already required since point-to-point movements rarely allow for more than one route. We agree and have removed the requirement to report the planned route because the IRVMC will be receiving periodic updates on a CDC barge(s)'s location as the towing vessel operator checks in at designated reporting points along the planned route. The requirement to submit a report with the name and location of the destination for each CDC barge and the estimated time of arrival remains unchanged.

Four hour advance notification. The one comment we received stated a concern regarding the requirement to report information 4 hours before originating a voyage within the RNA with one or more CDC barges. The comment indicates that fleeting area managers do not always have 4 hours advance notice of movement between receipt of an order and origination of the voyage. The comment suggested the requirement be amended to allow fleeting area managers to notify the IRVMC as soon as possible after the fleeting area manager receives a request to make up a tow or to deliver a CDC barge at a terminal. While we agree that in certain cases a fleeting area manager will not have sufficient time to make a 4-hour advance notification of movement to the IRVMC, this regulation does not require fleeting area managers to provide such notification. This regulation requires towing vessel operators to notify the IRVMC 4 hours before originating a voyage within the RNA with one or more CDC barges. However, we believe the conceptual basis of the comment applies to this requirement. For example, an operator of a towing vessel without any CDC barges operating in the RNA may receive an order to pick up a CDC barge. If the towing vessel is in close proximity to where the CDC barge is located, the evolution of making up the new tow with the CDC barge and originating the voyage may take less than 4 hours. According to the existing requirement in the NPRM, the towing vessel operator would then qualify as originating a voyage within the RNA with one or more CDC barges and as such would be required to provide the IRVMC with a notice 4 hours before originating the voyage. The Coast Guard understands that delaying the voyage to comply with the 4-hour advance notification requirement could negatively affect commercial operations. To alleviate this potential problem, we are adding an exception to the existing requirement. This exception will permit the towing vessel operator to make the required report to the IRVMC as soon as possible before originating a voyage in the RNA with one or more CDC barges. This exception is valid only if the following conditions exist--

- (a) The evolution of making up a tow with a CDC barge will take less than 4 hours before originating a voyage; and
- (b) The towing vessel operator did not receive the order to make up a tow with a CDC barge in advance of 4 hours before originating the voyage with one or more CDC barges.

If the previous two conditions exist, the towing vessel operator must submit the required report to the IRVMC as soon as possible after receiving orders to make up a tow with one or more CDC barges.

Movement of barges from fleeting area to fleeting area or facility. The one comment we received stated that companies routinely move barges from one fleeting area to another fleeting area or facility and that reporting each of these movements would impose an excessive burden. It further states that one company may operate multiple fleeting areas within a limited geographic area. The comment recommends that the Coast Guard define fleeting areas within a certain geographic area as a "single fleet" and allow movement within that "single fleet" to occur without reporting each movement to the IRVMC. The purpose of knowing the specific location of a CDC barge is to allow for a more efficient response to an incident or threatened incident. It is the intention of this regulation to give the Coast Guard the necessary information to be able to track and have knowledge of the location of each CDC barge at all times. Under the existing requirements, we are only asking the fleeting area manager to provide limited information regarding the movement of a CDC barge from one fleeting area to another fleeting area or facility. We are not changing this requirement, however, we do feel that definitions are needed for "fleeting area", "fleet tow boat", and "towing vessel". For the purposes of this requirement, the term "fleeting area" will be defined to mean any fleet, including any facility, located within the area covered by one single port. The term "fleet tow boat" will be defined to mean any size vessel that is used to move, transport, or deliver a CDC barge within a fleeting area. The term "towing vessel" will be defined to mean any size vessel that is used to move, transport, or deliver a CDC barge to a fleet or facility that is located in a different port than where the voyage originated.

The following example is provided to illustrate the intention of these definitions: A fleeting area manager is required to provide notification to the IRVMC of the movement of a CDC barge from fleet "A" located in port "A", to fleet "B" located in port "A" when such movement is conducted by a fleet tow boat. If the movement of a CDC barge were to occur from fleet "A" located in port "A", to fleet "Z" located in port "Z", such movement is considered to have been done by a towing vessel and the notifications requirements would reside with the towing vessel operator when the CDC barge was picked up at fleet "A" and dropped off at fleet "Z".

When directed by the IRVMC. The one comment we received indicated that there was a lack of coordination within the Coast Guard that led to mariners having to submit duplicate reports of required information. There is a concern that a towing vessel operator may receive multiple calls from various government agencies requesting similar information. These multiple calls could create an unnecessary distraction for the towing vessel operator. The comment requested the Coast Guard clarify the information reporting requirement to read "As directed by the IRVMC." The published NPRM currently reads "When directed by the IRVMC" and as such will not be changed. However, we feel it is necessary to explain the different types of calls a towing vessel operator can expect while transporting one or more

CDC barges in the RNA. The first type of call would be from the IRVMC for the following reasons: (1) Obtaining missing or illegible information, (2) investigating missed or inaccurate reports, (3) collecting information for the purposes of responding to an incident or threatened incident, (4) responding to an increase in the maritime security level, or (5) advising the mariner on new or unexpected changes in procedures. This list of reasons is not all-inclusive. The second type of call

would be from the United States Army Corps of Engineers (USACE) requesting information from the mariner as the towing vessel approaches a USACE controlled lock and dam. As many of the reporting points required by this regulation are located at USACE controlled locks and dams, the Coast Guard understands that some information provided by the towing vessel operator will have to be supplied twice--once to the USACE and once to the IRVMC. The Coast Guard and USACE are currently working to address the issue of duplicative reporting and are researching methods to use existing technology to serve as a single point of collection. The third type of call would be from a Coast Guard Captain of the Port office for issues pertaining to the coordination of vessel escorts or boardings or other marine safety issues. Calls for these purposes are unrelated to the information collection requirements outlined by this regulation and are necessary for the Coast Guard Captain of the Port to meet Coast Guard mission requirements. The final type of call would be from a Coast Guard vessel or boarding team located in close proximity to the towing vessel for the purposes of conducting law enforcement operations or vessel escorts. These types of calls are also unrelated to the information collection requirements outlined by this regulation and are necessary to meet Coast Guard mission requirements.

Response to Comments Summary

In response to the received comment the Coast Guard is (1) removing the requirement to report the planned route of one or more CDC barges, (2) establishing an exception to the 4-hour advance notification for originating a voyage in the RNA with one or more CDC barges, (3) defining the terms "fleeting area", "fleet tow boat", and "towing vessel" to clarify fleeting area manager reporting requirements, and (4) explaining the different types of calls a towing vessel operator can expect while transporting one or more CDC barges in the RNA.

Portions of this regulation have been revised to reflect the usage of these new definitions. The addition of the new definitions does not create any substantial changes. The portions of the regulatory text that are affected by these new definitions include the "Applicability", "Definitions", and "Regulations" sections.

Company Representative or Dispatcher Making Required Reports. The NPRM indicated that a company representative or dispatcher would be allowed to report the required information to the IRVMC on behalf of the towing vessel operator or fleeting area manager. With the addition of the definitions for "fleet tow boat" and "towing vessel", we realized that allowing a company representative or dispatcher to make reports on behalf of a towing vessel operator is contrary to the intentions of this regulation. The intention of this regulation is to provide the Coast Guard with positive reports generated by towing vessel operators and fleeting area managers who have direct control over CDC barges. Because fleets and facilities typically have multiple persons who have direct control over CDC barges, we are allowing a fleeting area manager, company representative, or dispatcher to make the required reports. In contrast, a towing vessel operator is the only person who will have direct control over CDC barges in their tow. As it relates to this regulations, we have clarified the definition of "towing vessel operator" to mean the Captain or pilot who is on watch on board a towing vessel. The portions of the regulatory text that are affected by this clarification include the "Definitions" and "Regulations" sections.

Discussion of Rule

The Coast Guard is establishing a regulated navigation area for the Illinois Waterway System above mile 187.2 to the Chicago Lock on the Chicago River at mile 326.7, and to the confluence of the Calumet River and Lake Michigan at mile 333.5 of the Calumet River. This rule applies to: (1) towing vessel operators responsible for one or more CDC barges within the regulated area, and (2) fleeting area managers responsible for CDC barges in a fleeting area. The terms "barge", "certain dangerous cargo or (CDC)", "CDC barge", "downbound", "fleet tow boat", "fleeting area", "Ninth Coast Guard District", "towing vessel", "towing vessel operator", and "upbound" are defined in the regulatory section of this rule.

Towing vessel operators responsible for one or more CDC barges are required to report specific information to the IRVMC under the following conditions: (1) Upon point of entry into the RNA with one or more CDC barges; (2) 4 hours prior to originating a voyage within the RNA with one or more CDC barges, except if (a) the evolution of making up a tow with a CDC barge will take less than 4 hours before originating a voyage, and (b) the towing vessel operator did not receive the order to make up a tow with a CDC barge in advance of 4 hours before originating the voyage with one or more CDC barges, in which case the towing vessel operator must submit the required report to the IRVMC as soon as possible after receiving orders to make up a tow with one or more CDC barges (3) upon dropping off one or more CDC barges at a fleeting area or facility; (4) upon picking up one or more additional CDC barges from a fleeting area or

facility; (5) at designated reporting points in paragraph (e) of this section; (6) when the estimated time of arrival (ETA) to a reporting point varies by 6 hours from the previously reported ETA; (7) any significant deviation from previously reported information; (8) upon departing the RNA with one or more CDC barges; and (9) when directed by the IRVMC.

Fleeting area managers are required to report specific information to the IRVMC under the following conditions: (1) Once daily, report all CDC barges within the fleeting area; (2) upon moving a CDC barge within a fleeting area by a fleet tow boat; (3) any significant deviation from previously reported information; and (4) when directed by the IRVMC.

A company representative or dispatcher may report the required information to the IRVMC on behalf of the fleeting area manager.

Each report made to the IRVMC by a towing vessel operator or fleeting area manager must contain all the information items specified in tables 165.921(f) and 165.921(g), respectively.

Reports must be made to the IRVMC by telephone to (866) 442-6089, by fax to (866) 442-6107, or by e-mail to irvmc@cgstl.uscg.mil. A reporting form and e-mail link is available at <http://www.uscg.mil/d8/Divs/M/IRVMC.htm>

The Coast Guard will consider and approve alternative reporting methods to meet any reporting requirements if: (1) the request for the alternative is submitted in writing to Commander, Ninth Coast Guard District (m), 1240 E. Ninth Street, Cleveland, Ohio, 44199-2060; and (2) the alternative provides an equivalent level of reporting to that which would be achieved by the Coast Guard with the required check-in points.

The Coast Guard encourages the submission of requests for alternative reporting methods. It is the Coast Guard's hope that companies will embrace current modern technology or future technology as it becomes available to automatically report the locations of the towing vessels and the CDC barges they are responsible for directly to the Coast Guard in real or as close to real time as possible. We believe that the development of such systems will significantly reduce the burden imposed upon the towing vessel operator and fleeting area manager who must submit the reports, as well as those Coast Guard personnel who must process those reports.

Deviation from this rule is prohibited unless specifically authorized by the Commander, Ninth Coast Guard District or the IRVMC.

Regulatory Evaluation

This rule is not a "significant regulatory action" under section 3(f) of Executive Order 12866, Regulatory Planning and Review, and does not require an assessment of potential costs and benefits under section 6(a)(3) of that Order. The Office of Management and Budget has not reviewed it under that Order. It is not "significant" under the regulatory policies and procedures of the Department of Homeland Security (DHS).

We expect the economic impact of this rule to be so minimal that a full Regulatory Evaluation under the regulatory policies and procedures of DHS is unnecessary. We present this Regulatory Evaluation for the purposes of information.

Evaluation. The regulatory baseline for this rule is the existing temporary rule. The cost for complying with the rule will differ depending on the means used to make a report to the IRVMC and the type of report, either an initial report or an update. The cost of the rule presented below is based on the average number of reports received by the IRVMC in April 2003 and May 2003.

Estimated Annual Cost and Benefit of the Rule [2003 Dollars]

Item	Cost per initial call	Cost per update call	Total
Personnel.....	\$9,462	\$17,871	\$27,333
Operating Expenses.....	28,386	53,613	81,999
Total.....	\$37,848	\$71,484	\$109,332

This cost estimate assumes: (1) The average merchant mariner's hourly rate is \$30, (2) the average initial call is 6 minutes, (3) the average update call is 2 minutes, (4) the average cost per cell phone call is \$1.50 per minute, and (5) 15 percent of all responses are initial reports to the IRVMC. Therefore, based on 177 respondents, the average cost is \$618 per CDC barge per year. The reporting requirements are necessary to provide immediate, improved security for the public, vessels, and U.S. ports and waterways. The requirements do not alter normal barge transits. The minimal hardships that may be experienced by persons or vessels, as a result of this rule, are necessary to the national interest in protecting the public, vessels, and vessel crews from the devastating consequences of acts of terrorism, and from sabotage or other subversive acts, accidents, or other causes of a similar nature.

Small Entities

Under the Regulatory Flexibility Act (5 U.S.C. 601-612), we have considered whether this rule will have a significant economic impact on a substantial number of small entities. The term "small entities" comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000.

The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities. This rule will affect the following entities, some of which may be small entities: towing vessel operators and fleeting area managers responsible for CDCs barges on inland waterways within the Ninth Coast Guard District. This RNA will not have a significant economic impact on a substantial number of small entities because this rule does not require any alteration of barge operations or transits. The operational communications required by this RNA do not require towing vessel operators or fleeting area managers to obtain new equipment and can be made toll free to the IRVMC.

If you are a small business entity and are significantly affected by the regulation, please contact CDR Michael Gardiner or LT Matthew Colmer, Project Managers for the Ninth Coast Guard District Commander, 1240 E. Ninth Street, Cleveland, Ohio 44199-2060, telephone (216) 902-6045.

Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104-121), we offered to assist small entities in understanding this rule so that they can better evaluate its effects on them and participate in the rulemaking process. Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency's responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1-888-REG-FAIR (1-888-734-3247).

Collection of Information

This rule calls for a collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501-3520). As defined in 5 CFR 1320.3(c), "collection of information" comprises reporting, recordkeeping, monitoring, posting, labeling, and other, similar actions. The title and description of the information collection, a description of those who must collect the information, and an estimate of the total annual burden follow. The estimate covers the time for reviewing instructions, searching existing sources of data, gathering and maintaining the data needed, and completing and reviewing the collection.

This rule revises an existing OMB-approved collection of information (1625-0105). The new collection of information estimate is based on data gathered as a result of the information collected under the temporary rule and is based on actual reports received by the IRVMC, as well as actual observation and tracking, for April 2003 and May 2003.

Title: Regulated Navigation Areas; Reporting Requirements for Barges Loaded with Certain Dangerous Cargoes, Inland Rivers, Eighth Coast Guard District and the Illinois Waterway, Ninth Coast Guard District.

OMB Control Number: 1625-0105.

Summary of the Collection of Information: The Coast Guard requires position and intended movement reporting, and fleeting operations reporting, from barges carrying CDCs in the inland rivers within the Eighth and Ninth Coast Guard Districts. This rule amends 33 CFR part 165 to require:

Towing vessel operators and fleeting area managers responsible for CDC barges must report the following information via toll free telephone, toll free fax, or email:

- a. Name of barge and towing vessel;
- b. Name of fleeting area and facility;
- c. Estimated time of arrival (ETA) at fleeting area and facility;
- d. Estimated time of departure (ETD) from fleeting area and facility;
- e. Upon entry into the covered geographical area;
- f. Four hours prior to originating a voyage with a CDC within the RNA, except if (a) the evolution of making up a tow with a CDC barge will take less than 4 hours before originating a voyage, and (b) the towing vessel operator did not receive the order to make up a tow with a CDC barge in advance of 4 hours before originating the voyage with one or more CDC barges, in which case towing vessel operator shall submit the required report to the IRVMC as soon as possible after receiving orders to make up a tow with one or more CDC barges;
- g. Upon picking up an additional CDC barge from a fleeting area or facility;
- h. Upon dropping off a CDC barge at a fleeting area or facility;
- i. Upon moving a CDC barge within a fleeting area by a fleet tow boat;
- j. Once daily, all CDC barges within a fleeting area;
- k. ETA at approximately 90 designated reporting points within the covered geographical area;
- l. At any time the ETA to a reporting point varies by 6 hours from the previously reported ETA;
- m. Any significant deviation from previously reported information;
- n. Upon departing the covered geographical area; and
- o. When directed by the IRVMC.

A company representative or dispatcher may report to the IRVMC on behalf of the fleeting area manager.

Need for Information: To ensure port safety and security and to ensure the uninterrupted flow of commerce, the Coast Guard is issuing regulations requiring position and intended movement reporting and fleeting operations reporting from barges carrying CDCs in the inland rivers within the Eighth and Ninth Coast Guard Districts.

Use of Information: The information is required to enhance maritime security, protect ports and facilities and high-density population centers (metropolitan areas), control vessel traffic, develop contingency plans, and enforce regulations. The Coast Guard will use the information to maintain continuous maritime domain awareness on the inland rivers so that we may respond as appropriate to an actual or threatened terrorist action and enhance maritime security by boarding and/or escorting CDC barges in the vicinity of high-density population areas.

Description of the Respondents: The respondents are owners, agents, masters, towing vessel operators, or persons in charge of barges loaded with CDCs or having CDC residue operating on the inland rivers located within the Eighth and Ninth Coast Guard Districts.

Number of Respondents: The existing OMB-approved collection number of respondents is 3,505. This rule will decrease the number of respondents by 3,328 to a total of 177.

Frequency of Response: Towing vessel operators moving barges carrying CDCs or CDC residue will submit reports as necessary. The existing OMB-approved collection annual number of responses is 7,711. This rule will increase the number of responses by 13,313 to a total of 21,024.

Burden of Response: The existing OMB-approved collection burden of response is 15 minutes (0.25 hours) (burden of response is the time required to complete the paperwork requirements of the rule for a single response). This rule will decrease the burden of response by 9 minutes (0.15 hours) to a total of 6 minutes (0.10 hours).

Estimate of Total Annual Burden: The existing OMB-approved collection total annual burden is 1,928 hours (total annual burden is the time required to complete the paperwork requirements of the rule for all responses). This rule will decrease the total annual burden by 1017 hours to a total of 911 hours.

As required by the Paperwork Reduction Act of 1995 (44 U.S.C. 3507(d)), we have submitted a copy of this rule to the Office of Management and Budget (OMB) for its review and approval of the revised collection of information. The existing OMB-approved collection (1625-1505) expires on October 31, 2003.

We ask for public comment on the collection of information to help us determine how useful the information is, whether it can help us perform our functions better, whether it is readily available elsewhere, how accurate our estimate of the burden of collection is, how valid our methods for determining burden are, how we can improve the quality, usefulness, and clarity of the information, and how we can minimize the burden of collection.

If you submit comments on the collection of information, submit them both to OMB and to the Docket Management Facility where indicated under ADDRESSES, by the date under DATES.

You need not respond to a collection of information unless it displays a currently valid control number from OMB. If and when OMB approves this revised collection of information, we will publish a separate notice in the Federal Register.

Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on State or local governments and would either preempt State law or impose a substantial direct cost of compliance on them. We have analyzed this rule under that Order and have determined that it does not have implications for federalism.

Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531-1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 or more in any one year. Though this rule would not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

Taking of Private Property

This rule would not effect a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

Protection of Children

We have analyzed this rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and would not create an environmental risk to health or risk to safety that might disproportionately affect children.

Indian Tribal Governments

This rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it would not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

Energy Effects

We have analyzed this rule under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use. We have determined that it is not a "significant energy action" under that order because it is not a "significant regulatory action" under Executive Order 12866 and is not likely to have a significant adverse effect on the supply, distribution, or use of energy. The Administrator of the Office of Information and Regulatory Affairs has not designated it as a significant energy action. Therefore, it does not require a Statement of Energy Effects under Executive Order 13211.

Environment

We have analyzed this rule under Commandant Instruction M16475.1D, which guides the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321-4370f), and have concluded that there are no factors in this case that would limit the use of categorical exclusion under section 2.B.2 of the Instruction. Therefore, this rule is categorically excluded, under figure 2-1 paragraph (34)(g), of the instruction, from further environmental documentation because this rule is not expected to result in any significant environmental impact as described in NEPA. A final "Environmental Analysis Check List" and a final "Categorical Exclusion Determination" are available where indicated under ADDRESSES.
List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, Vessels, Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

PART 165--REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

1. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1226, 1231; 46 U.S.C. Chapter 701; 50 U.S.C. 191, 195; 33 CFR 1.05-1(g), 6.04-1, 6.04-6, and 160.5; Pub. L. 107-295, 166 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

2. Add Sec. 165.921 to read as follows:

Sec. 165.921 Regulated Navigation Area; Reporting Requirements for Barges Loaded with Certain Dangerous Cargoes, Illinois Waterway System located within the Ninth Coast Guard District.

(a) Regulated Navigation Area. The following waters are a regulated navigation area (RNA): the Illinois Waterway System above mile 187.2 to the Chicago Lock on the Chicago River at mile 326.7 and to the confluence of the Calumet River and Lake Michigan at mile 333.5 of the Calumet River.

(b) Applicability. This section applies to towing vessel operators and fleeting area managers responsible for CDC barges in the RNA. This section does not apply to towing vessel operators responsible for barges not carrying CDC barges, or fleet tow boats moving one or more CDC barges within a fleeting area.

(c) Definitions. As used in this section-- Barge means a non-self propelled vessel engaged in commerce, as set out in 33 CFR 160.204.

Certain Dangerous Cargo or (CDC) includes any of the following:

(1) Division 1.1 or 1.2 explosives as defined in 49 CFR 173.50.

(2) Division 1.5D blasting agents for which a permit is required under 49 CFR 176.415 or, for which a permit is required as a condition of a Research and Special Programs Administration exemption.

(3) Division 2.3 "poisonous gas", as listed in 49 CFR 172.101 that is also a "material poisonous by inhalation" as defined in 49 CFR 171.8, and that is in a quantity in excess of 1 metric ton per barge.

(4) Division 5.1 oxidizing materials for which a permit is required under 49 CFR 176.415 or, for which a permit is required as a condition of a Research and Special Programs Administration exemption.

(5) A liquid material that has a primary or subsidiary classification of Division 6.1 "poisonous material" as listed in 49 CFR 172.101 that is also a "material poisonous by inhalation", as defined in 49 CFR 171.8 and that is in a bulk packaging, or that is in a quantity in excess of 20 metric tons per barge when not in a bulk packaging.

(6) Class 7, "highway route controlled quantity" radioactive material or "fissile material, controlled shipment", as defined in 49 CFR 173.403.

(7) Bulk liquefied chlorine gas and bulk liquefied gas cargo that is flammable and/or toxic and carried under 46 CFR 154.7.

(8) The following bulk liquids--

(i) Acetone cyanohydrin,

(ii) Allyl alcohol,

(iii) Chlorosulfonic acid,

(iv) Crotonaldehyde,

(v) Ethylene chlorohydrin,

(vi) Ethylene dibromide,

(vii) Methacrylonitrile,

(viii) Oleum (fuming sulfuric acid), and

(ix) Propylene Oxide.

CDC barge means a barge containing CDCs or CDC residue.

Downbound means the tow is traveling with the current.

Fleet tow boat means any size vessel that is used to move, transport, or deliver a CDC barge within a fleeting area.

Fleeting area means any fleet, including any facility, located within the area covered by one single port.

Inland River Vessel Movement Center or (IRVMC) means the Coast

Guard office that is responsible for collecting the information required by this section.

Ninth Coast Guard District means the Coast Guard District as set out in 33 CFR 3.45-1.

Towing vessel means any size vessel that is used to move, transport, or deliver a CDC barge to a fleet or facility that is located in a different port than where the voyage originated.

Towing vessel operator means the Captain or pilot who is on watch on board a towing vessel.

Upbound means the tow is traveling against the current.

(d) Regulations. The following must report to the Inland River Vessel Movement Center (IRVMC):

(1) The towing vessel operator responsible for one or more CDC barges in the RNA must report all the information items specified in table 165.921(f), in paragraph (f) of this section, to the IRVMC:

(i) Upon point of entry into the RNA with one or more CDC barges;

(ii) Four hours before originating a voyage within the RNA with one or more CDC barges, except if the evolution of making up a tow with a CDC barge will take less than 4 hours before originating a voyage, and the towing vessel operator did not receive the order to make up a tow with a CDC barge in advance of 4 hours before originating the voyage with one or more CDC barges, in which case the towing vessel operator shall submit the required report to the IRVMC as soon as possible after receiving orders to make up a tow with one or more CDC barges;

(iii) Upon dropping off one or more CDC barges at a fleeting area or facility;

(iv) Upon picking up one or more additional CDC barges from a fleeting area or facility;

(v) At designated reporting points, set forth in paragraph of this section;

(vi) When the estimated time of arrival (ETA) to a reporting point varies by 6 hours from the previously reported ETA;

(vii) Any significant deviation from previously reported information;

(viii) Upon departing the RNA with one or more CDC barges; and

(ix) When directed by the IRVMC.

(2) The fleeting area manager responsible for one or more CDC barges in the RNA must report all the information items specified in table 165.921(g), in paragraph (g) of this section, to the IRVMC:

(i) Once daily, report all CDC barges within the fleeting area;

(ii) Upon moving one or more CDC barges within a fleeting area by a fleet tow boat;

(iii) Any significant deviation from previously reported information; and

(iv) When directed by the IRVMC.

(3) Reports required by this section may be made by a company rep. or dispatcher on behalf of the fleeting area manager.

(4) Reports required by this section must be made to the IRVMC either by telephone to (866) 442-6089, by fax to (866) 442-6107, or by e-mail to irvmc@cgstl.uscg.mil. A reporting form and e-mail link are available at <http://www.uscg.mil/d8/Divs/M/IRVMC.htm>.

(5) The general regulations contained in 33 CFR 165.13 apply to this section.

(e) Ninth Coast Guard District Illinois Waterway System RNA Reporting points. Towing vessel operators responsible for one or more CDC barges in the RNA must make reports to the Inland River Vessel Movement Center at each point listed in para. (e):

(1) Illinois River (ILR) Upbound, at Mile Markers (M) and when Departing Lock & Dam (L&D)--

(i) M 187.2 (Southern Boundary MSO Chicago AOR),

(ii) M 303.5 Junction of Chicago Sanitary Ship Canal and Calumet-Sag Channel,

(iii) M 326.4 Thomas S. O'Brien L&D, Calumet River,

(iv) M 333.5 Confluence of Calumet River and Lake Michigan, and

(v) M 326.7 Chicago L&D, Chicago River.

(2) Illinois River (ILR) Downbound Reporting Points, at Mile Markers (M) and when Departing Lock & Dam (L&D)

(i) M 326.7 Chicago L&D, Chicago River,

(ii) M 333.5 Confluence of Calumet River and Lake Michigan,

(iii) M 326.4 Thomas S. O'Brien L&D, Calumet River,

(iv) M 303.5 Junction of Chicago Sanitary Ship Canal and Calumet-Sag Channel, and

(v) M 187.2 (Southern Boundary MSO Chicago AOR).

(f) Information to be reported to the IRVMC by towing vessel operators. With the exception noted in paragraph (d)(1)(ii) of this section, towing vessel operators responsible for one or more CDC barges in the RNA must report all the information required by this section as set out in table 165.921(f) of this paragraph.

Table 165.921(F).--Information To Be Reported to the IRVMC by Towing Vessel Operators

Estimated time arrival	24-hour contact number	Name of vessel moving barge(s)	Barge(s) name and official number	Type, name and amount of CDC onboard	Estimated time of departure from fleeting area or facility of arrival	Name and location of destination of CDC barge (fleeting area or facility), including estimated time	Reporting point (If applicable)
(1) Upon point of entry into X the RNA with a CDC barge...	X	X	X	X	.....	X	X
(2) 4 hours before originating X a voyage within the RNA with one or more CDC barges; but see exception in paragraph (d)(1)(ii) of this section.....	X	X	X	X	X	X	.....
(3) Upon dropping off one or more CDC barges at a fleeting area or facility....	.....	X	X				
(4) Upon picking up one or more additional CDC barges from a fleeting area or facility.....	.....	X	X	X			
(5) At designated reporting X points in 165.921(e).....	.....	X	X	(1\1)	.....	(1\1)	X
(6) When ETA to a reporting point varies by 6 hours from previously reported ETA..	.....	X	(1\1)	(1\1)	.....	.....	X
(7) Any significant deviation from previously reported information (all that apply).....	X	X	X	X	X	X	X
(8) Upon departing the RNA with a CDC barge (s).....	.....	X	X	.....	.....	.....	X
(9) When directed by the IRVMC	X	X	X	X	X	X	X

1\1 If changed.

(g) Information to be reported to the IRVMC by fleeting area managers. Fleeting area managers responsible for one or more CDC barges in the RNA must report the information required by this section as set out in table 165.921(g) to this paragraph.

Table 165.921(G).--Information To Be Reported to the IRVMC by Fleeting Area Managers

CDC	24-hour contact number	Barge(s) name and official number	Type, name and amount of CDC onboard	Location of barge (fleeting area or facility)
(1) Once daily, all CDC barges in a fleeting area.....	X	X	X	X
(2) Upon moving one or more CDC barges within a fleeting area by a fleet tow boat.	.....	X	X	X

(3) Any significant deviation from previously reported information (all that apply).....	X	X	X	X
(4) When directed by the IRVMC.....	X	X	X	X

(h) Alternative reporting. The Ninth Coast Guard District Commander may consider and approve alternative methods to be used by a reporting party to meet any reporting requirements if--

(1) The request is submitted in writing to Commander, Ninth Coast Guard District (m), 1240 E. Ninth Street, Cleveland, Ohio, 44199-2060; and

(2) The alternative provides an equivalent level of the reporting that which would be achieved by the Coast Guard with the required check-in points.

(i) Deviation from this section is prohibited unless specifically authorized by the Commander, Ninth Coast Guard District or the IRVMC.

REPORTING SUSPICIOUS ACTIVITY

Since September 11, 2001, life has changed in the United States, as we know it. Law enforcement agencies have stepped up security around the nation. Now, citizens across the Great Lakes can do their part and be the eyes and ears that help keep America safe with a homeland security coast watch initiative, Americas Waterway Watch campaign. <http://www.americasWaterwayWatch.org>

PLACES OF PARTICULAR INTEREST- As a frequent visitor or homeowner on the waterfront, you have a good idea of normal activities and what seem unusual or suspicious. Pay particular interest for strange activities around key waterfront locales, such as: Under and around bridges, around entrances to tunnels, near power plants, near water intakes/treatment plants, near oil or chemical facilities, near fuel docks, and near military bases.

COMMERCIAL SHIPS AND PORTS- Be aware of unusual behavior by freighters, barges and other commercial ships, such as: Filming or shooting photos from or of ships, divers near ships, recovering or tossing items into the water or on the shoreline, signaling between ships or to shore, transfer of people or things between ships, or between ship and shore outside of port, security changes or lack of usual security, missing or broken fencing, or lighting around facilities, operations in an unusual area, anchoring in an area not typically used as an anchorage, and unusual night operations.

RECREATIONAL BOATS- Be aware of unusual behavior by pleasure boats, such as: Fishing/Hunting in locations not typically used for those sports, unattended boats, unusual vehicle or boat characteristics, unusual filming or photography, unusual diving near bridges, etc., recovering or tossing items into water or on to shore, flashing lights (signaling) between boats, or boats and shore, unusual transfer of people or things between boats, or between boats and shore, frequent trips between borders, operating or anchoring in unusual areas, or unusual night activities.

Any suspicious activities should be reported to your local Coast Guard via channel 16 on your VHF marine radio or to the National Response Center at **1-800-424-8802**.

REPORTING PROCEDURES - Suspicious activity may be reported to the National Response Center by calling **1-800-424-8802**, 24 hours a day. The person reporting these activities will not only remain anonymous, but will also perform a great service to preserve and protect their community.

Be Alert: In observing, note the time and location of activity and write this information down. Take extra care to note any aircraft registration, vehicle or boat names and numbers or distinctive features of the suspects (such as clothing and build). Give an accurate account of your information to the officer.

Any suspicious activity noticed on the water should be reported to your local Coast Guard unit or to Coast Guard Investigative Service at (216) 902-6136. The 24-hour service number is (216) 902-6117/18 or 1-800-321-4400.

U. S. Customs Service has a program to reduce the supply of illicit drugs being smuggled into the United States, and it starts with you.

REWARDS - Cash rewards (ranging from \$250 to \$2,500) may be given for anonymous information leading to the arrest and conviction of drug smugglers. Informant awards up to \$250,000 may be authorized for original information provided by a documented confidential source to U.S. Customs leading to a recovery; e.g., seizure and forfeiture of a conveyance. The amount of any reward or award will depend on the circumstances of each case and the results.

REPORTING PROCEDURES - Suspicious activity may be reported to the Customs Service by calling **1-800-BE-ALERT**, 24 hours a day. The person reporting these activities will not only remain anonymous, but will also perform a great service to preserve and protect their community.

(1) Be **Alert**: In observing, note the time and location of activity and write this information down. Take extra care to note any aircraft registration, vehicle or boat names and numbers or distinctive features of the suspects (such as clothing and build).

(2) Be **Accurate**: Call U.S. Customs toll free at **1-800-BE-ALERT**. Tell the officer that you have information about narcotics smuggling activities. You will be given a code number to protect your identity. After you receive your caller number, give an accurate account of your information to the officers.

(3) Stay **in Contact**: Call Customs again at **1-800-BE-ALERT** ten days after your initial contact. Identify yourself by your assigned code. At this time you can learn if any action resulted from your information, and if so, you can arrange for payment of your cash reward.

For all suspected terrorism plots or activities, contact the U.S. Coast Guard National Response Center (NRC) number listed below (you will be forwarded to your local FBI Field Office.) Contact your local Marine Safety Office for specific items/activities that should be considered suspect. **USCG NRC: 1-800-424-8802**

RECREATIONAL BOATING SAFETY

The Coast Guard promotes Boating Safety through public education and law enforcement.

The Coast Guard Auxiliary, U. S. Power Squadrons, The States, and the American Red Cross offer a variety of Boating Safety classes. For specific course information and schedules, call toll free **1 (800) 336-2628**, the BOAT U.S. nationwide hotline. After dialing the 800 number, provide the operator with the area where you wish to take a course. A computer will then match up your needs with the most conveniently located courses. In addition to providing basic course location information, the 800-Project's computer will supply the caller with a local contact from either the U. S. Coast Guard Auxiliary or the Power Squadron.

Most of the laws, equipment and regulations that apply to recreational boats are contained in the pamphlet "Federal Requirements for Recreational Boats." A copy may be obtained from most marine dealers or by contacting: COMMANDER, NINTH COAST GUARD DISTRICT (ole), 1240 East Ninth Street, Cleveland, OH 44199-2060 (216) 902-6094.

The Navigational Rules apply to the operation of all watercraft, no matter what the size. The Navigational Rules include Steering and Sailing Rules, Lights and Shapes, and Sound Signals. These rules are frequently referred to as the Nautical Rules of the Road.

Vessel Safety Checks (VSC) are a free service offered by the Coast Guard Auxiliary, the U. S. Power Squadrons and some state agencies. Your vessel will be examined for compliance with Federal and State recommended safety standards. If boats do not pass, no report of deficiencies will be made to any law enforcement agency. To obtain an examination, contact 1-800-336-2628.

Construction standards apply to recreational boat manufacturers and importers. At a minimum, they require a hull identification number using a Coast Guard issued manufacturer's identification code. For further information contact the nearest Coast Guard Station, or write to Commandant (G-OPB-3) U.S. Coast Guard, Washington D.C. 20593.

BOATING SAFETY HOTLINE

The Hotline will:

- a. Accept reports of safety-related defects in recreational boats.
- b. List boats involved in safety defect campaigns.
- c. Instruct you how to get defects in your boat corrected.
- d. Provide membership information on the Coast Guard Auxiliary.
- e. Accept comments on Coast Guard Boardings.

The Hotline will not:

- a. Recommend what boat to buy or who to buy it from, or settle disputes between owners, dealers, or manufacturers.

Hotline Phone Number: 1 (800) 368-5647. Monday - Friday (except holidays) 8 a.m. to 4 p.m. EST.

Additional information may be found on the WWW at: <http://www.uscg.mil/d9/d9boating/BoatingSafety.html>

HELPFUL HINTS FOR BOATERS

The operator is responsible for the boat and the persons on board. Remember, safety is not a set of rules and regulations, safety is an attitude. Prudence and common sense will go a long way in making your outing safer and more enjoyable.

GOOD HOUSEKEEPING - There are few places where good housekeeping is more important than afloat. This includes properly stowing and securing all equipment and supplies, keeping decks and spaces clean and free from clutter and trash, performing safety checks and required maintenance on a regular schedule and ensuring that all repairs are properly made.

TOOLS AND SPARE PARTS - Carry a few tools and some spare parts and learn how to make minor repairs. A great many rescue cases are caused by minor breakdowns, which the operator should have been able to repair.

FUEL MANAGEMENT - Use the "One-third rule" in fuel management. Use one-third of fuel to go, one-third to get back and keep one-third in reserve.

ALCOHOL AND DRUGS - Alcohol and other drugs reduce judgment and the ability to react. Furthermore, sun, wind, vibration and noise are very fatiguing, increasing the debilitating effects of alcohol and drugs.

PERSONAL FLOTATION DEVICES

Effective 1 May 1995, all recreational boats, regardless of length, including canoes and kayaks, must carry one type I, II, III, or V wearable personal flotation device (PFD) for each person on board. A type V PFD may replace any PFD as long as it is being worn and approved for the activity in which the boat is engaged. In addition to wearable PFD's, all boats 16 feet and longer must be equipped with one type IV PFD.

Effective Dec. 23, 2002, all children under 13 years of age are required to wear a Coast Guard approved life jacket, while aboard recreational vessels underway, except when the children are below deck or in an enclosed cabin.

This Rule applies only in those States that have not established PFD wear requirements for children. In those states that have a child-PFD wear requirement, the Coast Guard recognizes and adopts the existing state regulation, even if it is less stringent.

FLOAT PLAN

By telling someone where you are going and when you will be back, what your boat looks like and other identifying information you will make finding your boat much easier, should the need arise. While the Coast Guard does not provide this service, it does encourage mariners to leave their sailing plans with friends or relatives to whom you can report your safe arrival. Should your friends or relatives fail to be notified of your safe arrival when due or within a reasonable amount of time, they should notify the nearest Coast Guard activity with the information contained in a float plan.

CAPACITY LABELS

REQUIREMENTS FOR CAPACITY LABEL - Monohull boats less than 20 feet, and built after October 31, 1972, must have a capacity label affixed. This is the responsibility of the manufacturer. Kayaks, sailboats, inflatables, and canoes are exempt from this requirement. While Federal Regulations do not prohibit that boat operator from exceeding these capacities, state law may prohibit this practice. Check with your state's boating authority.

SAFE CARRIAGE FORMULA - If your boat is not required to be equipped with a capacity plate, use this formula to determine the number of people that can be carried safely. NOTE: This formula is meant for good weather conditions only.
$$\text{PEOPLE} = \frac{L \times W}{15}$$

MAXIMUM HORSEPOWER - The maximum horsepower information listed on the capacity label is a guide for selecting an engine for a boat. It's not a violation of Federal Regulation to install or use a larger engine. Boaters should, however, check state regulations. They should also take a look at their insurance policy regarding horsepower.

COMBINATION LABELS - Manufacturers often combine the capacity requirements and horsepower information on the same label as the mandatory certification label. Boaters should, however, check state regulations. They should also take a look at their insurance policy regarding horsepower.

US COAST GUARD AUXILIARY

The US Coast Guard Auxiliary is a volunteer organization associated with the Coast Guard that provides such services as boating safety classes, courtesy marine examinations of pleasure craft, and patrols in their local area. Anyone interested in becoming a part of this valued organization is encouraged to contact the Auxiliary Liaison at the nearest Coast Guard Group.

Regulated Navigation Areas and Limited Access Areas – GENERAL

Regulated Navigation Area and Limited Access Areas established under 33 CFR part 165 include Safety Zones and Security Zones. There are several regulated navigation areas in the Great Lakes. These are established by rulemaking and are published in the Federal Register. If urgency prevents publication in the Federal Register prior to the effective date, other means of dissemination, such as Notices to Mariners, news releases, and leaflets. Temporary LAA's are not published in the bound CFR's.

SAFETY ZONES – GENERAL

A Safety Zone is a water area, shore area, or water and shore area to which, for safety or environmental purposes, access is limited to authorized persons, vehicles, or vessels. It may be stationary and described by fixed limits or it may be described as a zone around a vessel in motion.

Unless otherwise provided, (a) No person may enter a safety zone unless authorized by the Captain of the Port (COTP) or the District Commander; (b) No person may bring or cause to be brought into a safety zone any vehicle, vessel, or object unless authorized by the COTP or the District Commander; (c) No person may remain in a safety zone or allow any vehicle, vessel, or object to remain in a safety zone unless authorized by the COTP or the District Commander; and (d) Each person in a safety zone who has notice of a lawful order or direction shall obey the order or direction of the COTP or District Commander, or their on-scene representative, issued to carry out the purposes of this subpart. Violators are subject to civil penalties up to a \$25,000 fine, or a Class D felony.

BOATER'S GUIDE TO SAFETY ZONES ON THE CUYAHOGA RIVER

To help ensure safety on the Cuyahoga and Old Rivers in the Cleveland, eleven safety zones were established which prohibit the parking or mooring of boats. The safety zones are usually located on turns in the river, where passing commercial traffic needs additional maneuvering room. These zones were not just created to ensure commercial shipping could use the waterways, but to ensure recreational boaters were not caught in a tight situations, where injury, or property damage could result.

Although the safety zones prohibit boat mooring at all times, several restaurants in the Flats have requested waivers to allow limited mooring. These waivers allow limited numbers of boats to tie up, but require that ALL recreational boats clear out of the safety zone when commercial traffic (freighters, larger tugs and barges) are passing by. Usually this requires the boats to be moved to non-safety zone area, or to get underway for a few minutes until the commercial traffic passes by.

Sec. 165.903 Safety Zones: Cuyahoga River and Old River, Cleveland, OH.

(a) Location. The waters of the Cuyahoga River and the Old River extending ten feet into the river at the following eleven locations, including the adjacent shorelines, are safety zones, coordinates for which are based on NAD 83.

(1) From the point where the shoreline intersects longitude 81 deg.42[*min*]24.5[*sec*] W, which is the southern side of the Norfolk and Southern No. 1 railroad bridge, southeasterly along the shore for six hundred (600) feet to the point where the shoreline intersects longitude 81 deg.42[*min*]24.5[*sec*] W, which is the Holy Moses Water Taxi Landing at Fado's Restaurant.

(2) One hundred (100) feet downriver to one hundred (100) feet upriver from 41 degrees 29[*min*]53.5[*sec*] N, 81 degrees 42[*min*]33.5[*sec*] W, which is the knuckle on the north side of the Old River entrance at Ontario Stone.

(3) Fifty (50) feet downriver to fifty (50) feet upriver from 41 degrees 29[*min*]48.4[*sec*] N, 81 degrees 42[*min*]44[*sec*] W, which is the knuckle adjacent to the Ontario Stone warehouse on the south side of the Old River.

(4) From 41 degrees 29[*min*]51.1[*sec*] N, 81 degrees 42[*min*]32.0[*sec*] W, which is the corner of Christie's Cabaret pier at Sycamore Slip on the Old River, to fifty (50) feet east of 41 degrees 29[*min*]55.1[*sec*] N, 81 degrees 42[*min*]27.6[*sec*] W, which is the north point of the pier at Shooter's Restaurant on the Cuyahoga River.

(5) Twenty-five (25) feet downriver to twenty-five (25) feet upriver of 41 degrees 29[*min*]48.9[*sec*] N, 81 degrees 42[*min*]10.7[*sec*] W, which is the knuckle toward the downriver corner of the Nautica Stage.

(6) Ten (10) feet downriver to ten (10) feet upriver of 41 degrees 29[*min*]45.5[*sec*] N, 81 degrees 42[*min*]9.7[*sec*] W, which is the knuckle toward the upriver corner of the Nautica Stage.

(7) The fender on the west bank of the river at 41 degrees 29[*min*]45.2[*sec*] N, 81 degrees 42.10[*sec*] W, which is the knuckle at Bascule Bridge (railroad).

(8) The two hundred seventy (270) foot section on the east bank of the river between the Columbus Road bridge (41 degrees 29[*min*]18.8[*sec*] N, 81 degrees 42[*min*]02.3W) downriver to the chain link fence at the upriver end of the Commodores Club Marina.

(9) Fifty (50) feet downriver of twenty-five (25) feet upriver from 41 degrees 29[*min*]24.5[*sec*] N, 81 degrees 41[*min*]57.2[*sec*] W, which is the knuckle at the Upriver Marine fuel pump.

(10) Seventy-five (75) feet downriver to seventy-five (75) feet upriver from 41 degrees 29[*min*]33.7[*sec*] N, 81 degrees 41[*min*]57.5[*sec*] W. which is the knuckle adjacent to the warehouse at Alpha Precast Products (United Ready Mix).

(11) Fifteen (15) feet downriver to fifteen (15) feet upriver from 41 degrees 29[*min*]41[*sec*] N, 81 degrees 41[*min*]38.6[*sec*] W, which is the end of the chain link fence between The Club Mega and Shippers C & D.

(b) Regulations--(1) General Rule. Except as provided below, entry of any kind or for any purpose into the foregoing zones is strictly prohibited in accordance with the general regulations in Sec. 165.23 of this part.

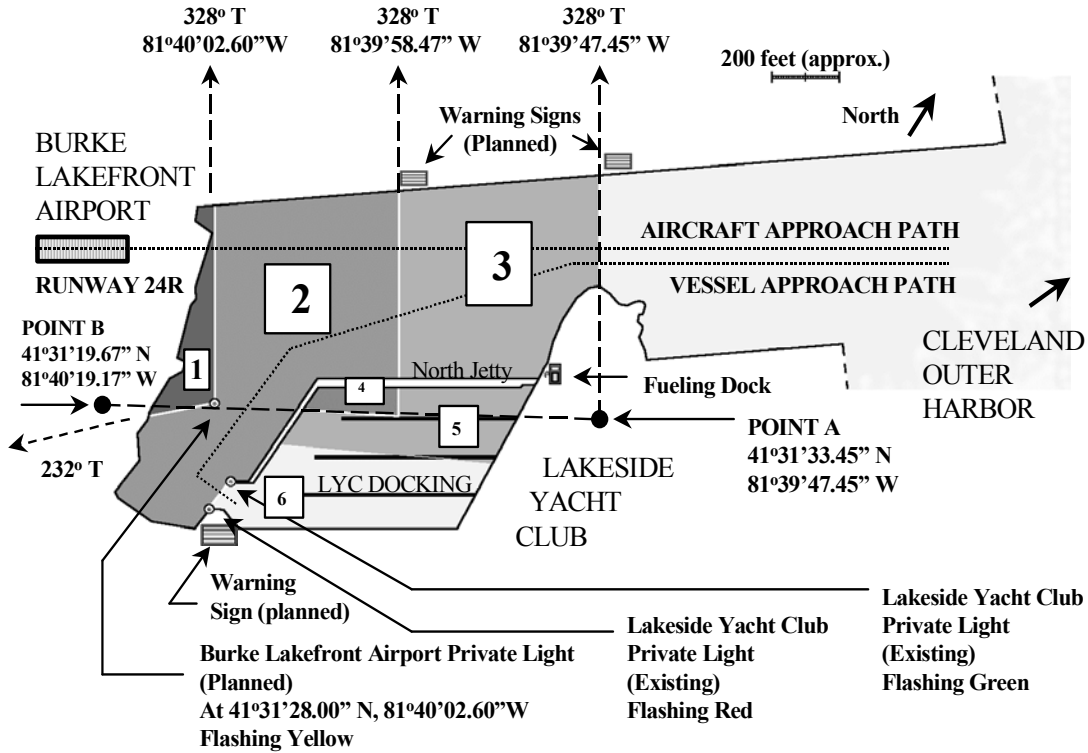
(2) Exceptions. Any vessel may transit, but not moor, stand or anchor in, the foregoing zones as necessary to comply with the Inland Navigation Rules or to otherwise facilitate safe navigation. Cargo vessels of 1600 gross tons (GT) or greater may moor in these zones when conducting cargo transfer operations.

(3) Waivers. Owners or operators of docks wishing a partial waiver of these regulations may apply to the Captain of the Port, Cleveland, Ohio. Partial waivers will only be considered to allow for the mooring of vessels in a safety zone when vessels of 1600 GT or greater are not navigating in the proximate area. Any requests for a waiver must include a plan to ensure immediate removal of any vessels moored in a safety zone upon the approach of a vessel(s) 1600 GTs or greater.

For additional information, please contact the Lieutenant Dave Pugh at Marine Safety Office Cleveland, (216) 937-0111.

Illustration 1

Approach to Lakeside Yacht Club and Minimum Air
Clearances for Burke Lakefront Airport Instrument Approach



Restricted Areas, Based on an Extreme High Water Level of 577' Mean Sea Level (MSL)

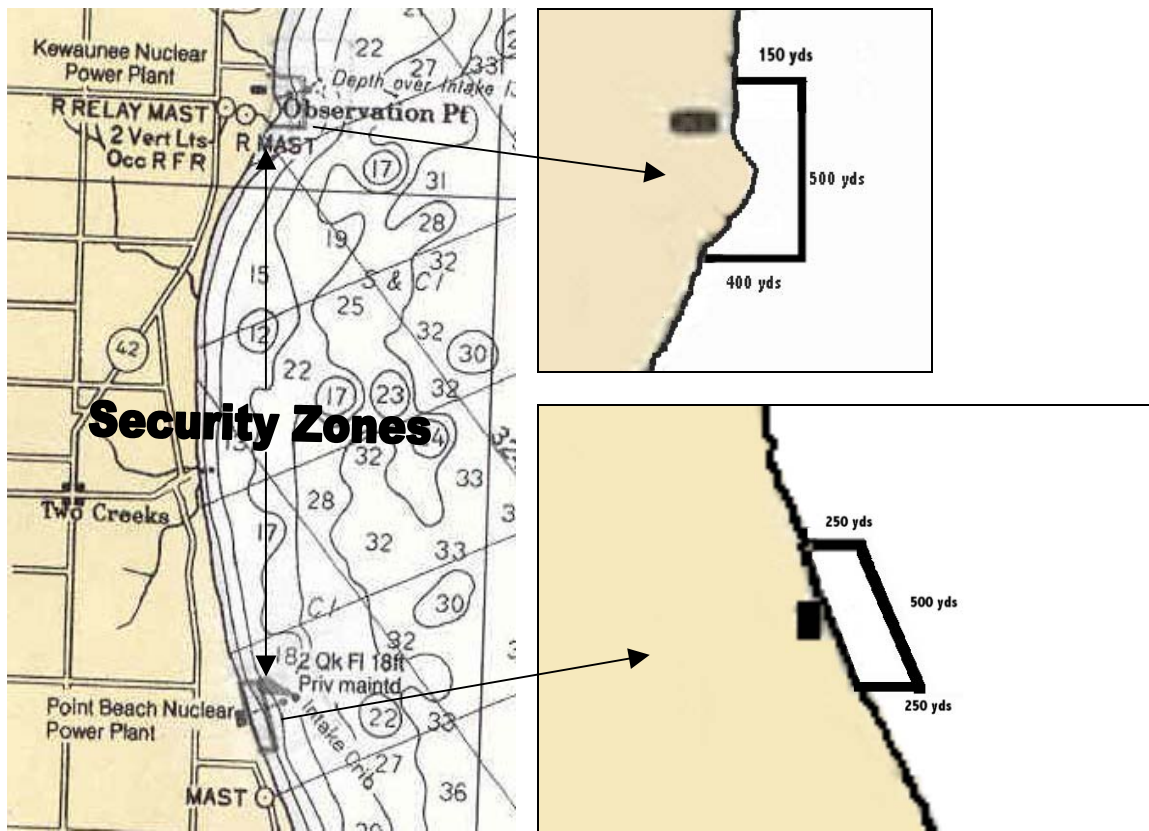
Area	MSL Air Clearance	Applicable Mast Heights	Restrictions
1	618	41 feet	No entry
2	622	45 feet	No entry unless cleared, during designated times
3	640	63 feet	No entry unless cleared, during designated times
4	630	53 feet	No entry (no dockage)
5	640	63 feet	No entry (no dockage)
6	672	95 feet	No entry (no use of Yacht Club areas)

[Burke]

SECURITY ZONES – GENERAL

A security zone is an area of land, water, or land and water which is so designated by the Captain of the Port or District Commander for such time as is necessary to prevent damage or injury to any vessel or waterfront facility, to safeguard ports, harbors, territories, or waters of the United States or to secure the observance of the rights and obligations of the United States. The purpose of a security zone is to safeguard from destruction, loss, or injury from sabotage or other subversive acts, accidents, or other causes of a similar nature: (1) Vessels, (2) Harbors, (3) Ports, and (4) Waterfront facilities: in the United States and all territory and water, continental or insular, that is subject to the jurisdiction of the United States.

Unless otherwise provided: (a) No person or vessel may enter or remain in a security zone without the permission of the Captain of the Port or their on-scene representative; (b) Each person and vessel in a security zone shall obey any direction or order of the Captain of the Port or their on-scene representative; (c) The Captain of the Port or their on-scene representative may take possession and control of any vessel in the security zone; (d) The Captain of the Port or their on-scene representative may re-move any person, vessel, article, or thing from a security zone; (e) No person may board, or take or place any article or thing on board, any vessel in a security zone without the permission of the Captain of the Port or their on-scene representative; and (f) No person may take or place any article or thing upon any waterfront facility in a security zone without the permission of the Captain of the Port or their on-scene representative. Violators are subject to criminal penalties up to 10 years imprisonment and a \$10,000 fine.



The U.S. Coast Guard Captain of the Port Chicago, Illinois has 9 established Security Zones. This is a precautionary measure in support of the heightened security measures throughout our nation. The Security Zones are as follows:

- (1) Navy Pier Northside.
 - (i) Location. All waters between the Navy Pier and the Jardine Water Filtration Plant shoreward of a line drawn from the southeast corner of the Jardine Water Filtration Plant at 41° 53' 36" N, 87° 36' 10" W, to the northeast corner of the Navy Pier at 41° 53' 32" N, 87° 35' 55" W; then following the Navy Pier, seawall, and Jardine Water Filtration Plant back to the beginning.
 - (ii) Regulations. The Captain of the Port Chicago will normally permit those U. S. Coast Guard certificated passenger vessels that normally load and unload passengers at Navy Pier to operate in the zone. However, should the Captain of the Port Chicago determine it is appropriate, he will require even those U. S. Coast Guard certificated passenger vessels which normally load and unload passengers at Navy Pier to request permission before leaving or entering the security zones. The Captain of the Port Chicago will notify these vessels via Broadcast Notice to Mariners if they must notify the Coast Guard before entering or transiting the security zone. As such, vessels that regularly operate within this zone are responsible for monitoring Broadcasts Notice to Mariners for the Chicago area. These broadcasts will be made by U.S. Coast Group Milwaukee.
- (2) Dresden Nuclear Power Plant. All waters of the Illinois River in the vicinity of Dresden Nuclear Power Plant encompassed by a line starting on the shoreline at 41° 23' 45" N, 88° 16' 18" W; then east to the shoreline at 41° 23' 39" N, 88° 16' 09" W; then following along the shoreline back to the beginning.
- (3) Donald C. Cook Nuclear Power Plant. All waters of Lake Michigan around the Donald C. Cook Nuclear Power Plant encompassed by a line starting on the shoreline at 41° 58.656' N, 86° 33.972' W; then northwest to 41° 58.769' N, 86° 34.525' W; then southwest to 41° 58.589' N, 86° 34.591' W; then southeast to the shoreline at 41° 58.476' N, 86° 34.038' W; and following along the shoreline back to the beginning.
- (4) Palisades Nuclear Power Plant. All waters of Lake Michigan around the Palisades Nuclear Power Plant within a line starting on the shoreline at 42° 19' 07" N, 86° 19' 05" W; then northwest to 42° 19' 22" N, 86° 19' 54" W; then north to 42° 19' 44" N, 86° 19' 43" W; then southeast back to the shoreline at 42° 19' 31" N, 86° 18' 50" W; then following along the shoreline back to the beginning.
- (5) Byron Nuclear Power Plant. All waters of the Rock River encompassed by the arc of a circle with a 100-yard radius with its center in approximate position 42° 05' 01" N, 89° 19' 27" W.
- (6) Zion Nuclear Power Plant. All waters of Lake Michigan encompassed by a line starting on the shoreline at 42° 26' 36" N, 87° 48' 03" W; then southeast to 42° 26' 20" N, 87° 47' 35" W; then northeast to 42° 26' 53" N, 87° 47' 22" W; then northwest to the shoreline at 42° 27' 06" N, 87° 48' 00" W; then following along the shoreline back to the beginning.
- (7) 68th Street Water Intake Crib. All waters of Lake Michigan within the arc of a circle with a 100-yard radius of the 68th Street Crib with its center in approximate position 41° 47' 10" N, 87° 31' 51" W.
- (8) Dever Water Intake Crib. All waters of Lake Michigan within the arc of a circle with a 100-yard radius of the Dever Crib with its center in approximate position 41° 54' 55" N, 87° 33' 20" W.
- (9) 79th Street Water Intake Crib. All waters of Lake Michigan within the arc of a circle with a 100-yard radius of the 79th Street Water Filtration Plant with its center in the approximate position 41° 45' 30" N, 87° 32' 32" W.

SECURITY ZONES AT POINT BEACH AND KEWAUNEE NUCLEAR PLANTS

The U. S. Coast Guard Captain of the Port (COTP) of Milwaukee, Wisconsin has created a Security Zone in the waters immediately surrounding the Point Beach and Kewaunee Power Stations located in Point Beach and Kewaunee, Wisconsin.

These Security Zones were permanently established on July 31, 2002 (67 FR 49576, July 31, 2002.)

This is a precautionary measure in support of the heightened security measures throughout our nation.

The Point Beach Nuclear Power Plant Security Zone encompasses the portion of Lake Michigan from 44° 17.06' N, 087° 32.15' W, northeast to 44° 17.12' N, 087° 31.59' W, southeast to 44° 16.48' N, 087° 31.42' W, southwest to 44° 16.42' N, 087° 32.02' W, Back to the starting point 44° 17.06' N, 087° 32.15' W.

The Kewaunee Nuclear Power Plant Security Zone encompasses a trapezoid of the portion of Lake Michigan from 44° 20.647' N, 087° 31.980' W, east to 44° 20.647' N, 087° 31.886' W, south to 44° 20.391' N, 087° 31.866' W, west to 44° 20.391' N, 087° 32 .067' W, Back to the starting point 44° 20.647' N, 087° 31.980' W.

Diagrams are provided below. If you still have questions please contact MSO Milwaukee between the hours of 7 A.M. and 3:30 P.M.

SECURITY ZONES AT PERRY NUCLEAR POWER PLANT, PERRY, OHIO.

MSO Cleveland security zone surrounding Perry Nuclear Power Plant, Perry Ohio. All navigable waters of Lake Erie bounded by a line drawn between the following coordinates beginning at 41o 48.187' N, 081o 08.818' W; then due north to 41o 48.7' N, 081o 08.818' W; then due east to 41o 48.7' N, 081o 08.455' W; then due south to the south shore of Lake Erie at 41o 48.231' N, 081o 08.455' W; then westerly following the shoreline back to the beginning (NAD 83).

REGULATORY

PASSENGER VESSELS

The law makes a clear distinction between the operation of a private vessel for pleasure purposes, and the operation of a vessel engaged in carrying passengers. A "passenger" means any individual carried on board the vessel except the owner, operator, a crewman, or a guest on board a vessel that is being operated only for pleasure who has not contributed consideration for carriage on board. The number of passengers carried and the size of the vessel determines which inspection, manning and licensing regulations apply.

CARRYING 6 OR LESS PASSENGERS - A vessel carrying six or fewer passengers is not required to be inspected by the Coast Guard, however, is required to carry additional safety equipment such as: Type I life preservers with retro-reflective tape and lights. These vessels are required to be operated by a person licensed by the Coast Guard as an Operator of Uninspected Passenger Vessels, erroneously called a "Captain's License."

CARRYING 7 OR MORE PASSENGERS - Any vessel that carries seven or more passengers must be inspected and certificated by the Coast Guard. These vessels are commonly referred to as small passenger vessels. The term "T-Boat" is used to describe a small passenger vessel that carries 150 or fewer passengers or 49 or less overnight passengers. Small passenger vessels that carry 151 or more passengers or 50 or more overnight passengers are referred to as "K-Boats" or "K-Vessels." The T or K designation refers to the Subchapter in Title 46 Code of Federal Regulations to which the vessels are inspected. Subchapters K and T contain extensive equipment and construction standards that these vessels are required to meet. Before operating with passengers, small passenger vessels must be inspected and be issued a Coast Guard Certificate of Inspection. In addition, the Coast Guard conducts annual reinspections and periodic dry-dock exams to ensure continued compliance with the regulations. These vessels must be operated by an individual licensed by the Coast Guard as a Master for that size vessel. . Prospective passengers should look for a valid Coast Guard small passenger vessel inspection sticker affixed to the vessel.



DOCUMENTATION OF VESSELS CARRYING PASSENGERS - If your vessel is engaged in a 'passenger' situation, you may be required to comply with the documentation regulations. The Coast Guard must document any vessel of at least 5 net tons, which carries passengers. The term '5 net tons' refers to the results of a measurement formula and not the actual weight of the vessel. Generally, any vessel 32 feet or longer will measure at least 5 net tons. Foreign built vessel cannot be documented for carrying passengers on a domestic route.

SOURCES OF COAST GUARD INFORMATION ON PASSENGER VESSELS - To obtain information on passenger vessels rules and regulations, contact the nearest Coast Guard Marine Safety Office below:

BUFFALO

1 Fuhrman Blvd.
Buffalo, NY 14203
Phone: 716-843-9570

DETROIT

110 Mt. Elliott Ave.
Detroit, MI 48207-4380
Phone: 313-568-9580
Fax 313-568-9581

PITTSBURGH

Suite 1150/Kossman Bldg.
Forbes Ave. & Stanwix Sts.
Pittsburgh, PA 15222-1371
Phone: 412-644-5808

CINCINNATI

3653 River Rd.
Cincinnati, OH 45204-1094
Phone: 513-921-9033

DULUTH

Canal Park
Duluth, MN 55802-2352
Phone: 218-720-5286/87

SAULT STE. MARIE

c/o U.S. Coast Guard Group
Sault Ste. Marie, MI 49783-9501
Phone: 906-635-3213

CLEVELAND

1055 East Ninth St.
Cleveland, OH 44114-1092
Phone: 216-937-0111

MILWAUKEE

2420 S. Lincoln Memorial Drive
Milwaukee, WI 53207-1997
Phone: 414-747-7155

TOLEDO

420 Madison Ave, Suite 700
Toledo, OH 43604-1590
Phone: 419-418-6000

CHICAGO

215 W. 83rd St., Suite D
Burr Ridge, IL 60521
Phone: 630-986-2155

FOR INFORMATION ON OBTAINING A COAST GUARD LICENSE CONTACT

Coast Guard Regional Examination Center, Suite 700, 420 Madison Ave., TOLEDO, Ohio 43604-1590
Phone: (419) 418-6010; Fax: (419) 259-7558

Our phone hours are Monday-Friday 8:00 a.m. - 4:00 p.m.

Our hours of operation are Monday-Friday 7:30 a.m. - 4:30 p.m.

*Note: Original or renewal applications can be obtained via faxback, downloaded via our Website, or by regular mail.

You can also obtain information on how to obtain your Coast Guard license or Merchant Mariners Document on the Coast Guard's Web page at <http://www.uscg.mil/d9/www/mso/toledo/rec.html>

VESSEL DOCUMENTATION

DOCUMENTING A RECREATIONAL BOAT (Initial Fee \$133.00) - A boat may be documented for PLEASURE if the following conditions are met:

- The vessel measures five net tons or more. One ton for every 100 cubic feet of hull capacity. (This is a volume-based figure and not the weight or displacement of the boat).
- The owner is a U.S. citizen
- The applicant can establish that he/she is the owner of the vessel.

DOCUMENTING A COMMERCIAL VESSEL (Initial Fee \$133.00 plus any endorsements) - A boat may be documented for commercial use by meeting all of the above requirements and the additional requirements below:

- Establish the facts of construction through a "builder's certificate" showing when the vessel was built, who the boat was built for, and where in the United States the boat was built.
- Present a COMPLETE chain of title from all past owners of the vessel and present proof of their U.S. citizenship.

RESPONSIBILITIES NOT WAIVED BY DOCUMENTATION

- Documentation does not provide exemption from federal, state or local taxes.
- Documentation yachts must still conform to state registration regulations.
- Documentation does not exempt a vessel from being boarded by federal, state, or local law enforcement officials.

FOR MORE INFORMATION ON DOCUMENTING A VESSEL CONTACT

U.S. Coast Guard National Vessel Documentation Center, 2039 Stonewall Jackson Dr.,
Falling Waters, WV 25419-9502. Phone: (800) 799-8362.

PASSENGER VESSEL LICENSE

PASSENGER VESSEL OPERATORS LICENSE - Anyone operating a motorboat carrying passengers must carry a Coast Guard issued license. To receive information regarding passenger vessel operators licenses contact: **U.S. Coast Guard, Regional Exam Center, 420 Madison Ave., Suite 700, Toledo, OH 43604-1590.** Phone: (419) 418-6010

REQUIREMENTS - To obtain a license to operate a vessel carrying 6 or fewer passengers, the applicant must:

- (a) Be at least 18 years old
- (b) Have one year's experience operating motorboats.
- (c) Be able to speak, read and understand English.
- (d) Complete a written professional examination. The written examination will consist of questions regarding; Navigation rules (rules of the road). Navigational questions dealing in wind, weather, buoys, and etc. General Seamanship, boat handling, and etc. Safety first aid, lifesaving, fire fighting. Rules and regulations regarding Small passenger vessels.
- (e) Pass a physical examination.
- (f) Pass a drug test.

U. S. COAST GUARD REGULATIONS FOR THE CONTROL OF NONINDIGENOUS SPECIES IN BALLAST WATER ON VESSELS ENTERING THE GREAT LAKES

United States regulations implementing mandatory compliance with the Nonindigenous Aquatic Nuisance Prevention and Control Act of 1990 went into affect May 10, 1993. It is estimated that over 150 nonindigenous species have been introduced to the region over the years. During the 1980s scientists identified six new nonindigenous species that, were brought into the Great Lakes via vessels conducting ballast water exchanges in the lakes. The zebra mussel and the European Ruffe have been the two most notorious and destructive nonindigenous creatures in recent years. The cost of remediating the problems the zebra mussel alone is measured in the billions of dollars.

United States regulations at 33 CFR 151 Subpart C - "Ballast Water Management for Control of Nonindigenous Species" apply to all vessels that have operated outside the Exclusive Economic Zone (EEZ) of either the U.S. or Canada, carrying ballast and wishing to enter Snell Lock regardless of other ports of call in the U.S. or Canada. The regulations require that the level of salinity in the ballast water equal or exceed 30 parts per thousand (ppt). The salinity of normal seawater ranges from 34 to 36 ppt. Currently, a master of any vessel of which these regulations apply has three options to choose from in order to comply with the requirements. The first option is to conduct a thorough ballast water exchange at sea beyond the EEZ in a depth of at least 2000 meters. The second option is to retain the vessel's ballast water onboard during the entire voyage within the Great Lakes. If this option is chosen, the Coast Guard Captain of the Port Buffalo may seal any tank or hold containing ballast water in order to prevent the release of the water. The third option, an alternative environmentally sound method of ballast water management, must first be approved by the Commandant of the Coast Guard.

If, due to heavy weather or other concerns regarding vessel safety or stability and, a deep ocean exchange cannot be safely completed, the master may request from the COTP Buffalo permission to exchange the vessel's ballast water at an alternate site. The vessel will then be boarded either in Montreal or Massena to verify a satisfactory exchange was completed. Vessels conducting exchanges at alternate exchange sites without Coast Guard approval may be required to retain all ballast on board for their St. Lawrence Seaway/Great Lakes voyage.

On November 1, 2004 enforcement began on mandatory Ballast Water (BW) reporting and possession of BW plans. Upon entry to the Great Lakes or Hudson River, north of the George Washington Bridge, after operating outside the U.S. EEZ, regional Ballast Water Management (BWM) reports must continue to be submitted in accordance with 33 CFR 151.2041 (b)(1) and (2) respectively. Vessels operating inside the Great Lakes, or entering the Great Lakes without transiting outside the U.S. EEZ, however, must now submit BWM reports to the NBIC for all U.S. ports or places in accordance with 33 CFR 151.2041 (b)(3).

On July 28, 2004 a final rule entitled, "Mandatory Ballast Water Management Program for U.S. Waters" was published. This final rule establishes mandatory practices for all vessels equipped with ballast water tanks that operate in U.S. waters, and mandates additional practices for vessels carrying ballast water into U.S. waters that was taken on within 200 NM of any coast.

Under 33 CFR 151.2035 (a)(7), each vessel equipped with ballast water tanks must develop, and maintain on board, the documentation for a BWM plan. The intent of the plan is to detail safe and effective shipboard procedures for BWM, and the central elements of the plan should be the processes, equipment, and vessel safety measures used for implementing the vessel's BWM strategy and following the required BWM practices. At a minimum, each BWM plan must: be specific to the vessel; show that there is a BWM strategy for the vessel; and allow any master, or other ship's officer serving on that vessel to understand and implement the BWM strategy for the vessel.

Below are three scenarios, though not exhaustive, that illustrate potential ballast water problems:

1) Half cargo, half ballast vessel

- a. A vessel departs Antwerp Belgium with 50% cargo and 50% ballast. The ballast originated in Antwerp. On the vessel's transit to Montreal, it properly conducted a ballast exchange in 2000 meters of water and 200 nm from the Canadian EEZ. The ballast salinity is assumed to be greater than 30 ppt.
- b. After arrival in Montreal, the vessel intends to unload all cargo and load additional ballast water.
- c. Since loading ballast from the St. Lawrence River in Montreal may result in a salinity measurement below the required 30 ppt, the vessel should contact MSD Massena, Transport Canada, the St. Lawrence Seaway Management Corporation or the St. Lawrence Seaway Development Corporation to have their ballast water sampled before any additional ballast is loaded.

2) NOBOB vessel

- a. A vessel departs Antwerp Belgium with 100% cargo and, thus, is classified as NOBOB.
- b. After arrival in New York City, all cargo is unloaded and ballast tanks are filled to 100%.
- c. Upon arrival at Snell Lock, inspectors determine the salinity to be 2 ppt.
- d. The vessel is allowed to proceed and exchange in the Great Lakes as the ballast originated with the U.S. EEZ.

3) Partial ballast, majority cargo vessel

- a. A vessel departs Antwerp Belgium with 80% cargo and 20% ballast with ballast originating in Antwerp.
- b. The vessel does not conduct a proper exchange in 2000 m of water not 200 nm from the EEZ.
- c. After arrival in Montreal and unloaded all cargo, the vessel fills ballast tanks to 100%.
- d. Upon arrival at Snell Lock, inspectors determine the salinity to be 10 ppt.
- e. The ballast water is non-compliant. The vessel must either retain the ballast on board during its entire voyage in the Great Lakes or return to sea and conduct a proper exchange.

Requests for deviations from the regulations will be reviewed by U.S. Coast Guard Marine Safety Office Buffalo and approved on a case-by-case basis. Further guidance on the ballast water regulations and when extraordinary conditions prevent a proper exchange from being conducted, contact Marine Safety Detachment Massena at (315) 769-5483.

GREAT LAKES MARITIME INDUSTRY VOLUNTARY BALLAST WATER MANAGEMENT PLAN FOR THE CONTROL OF RUFFE IN LAKE SUPERIOR

For All Vessels Entering Western Lake Superior

Owners and operators of vessels in the domestic and international trade on the Great Lakes recognize their role in assisting the government of the United States and Canada in controlling the introduction and spread of non-indigenous fish species. We recognize that control must be on many fronts, including ballast water for safety management, chemical control, predatory fish control, and other mechanisms. Vessel must use ballast water for safety purposes to provide adequate stability, trim, propulsion, maneuverability, and hull stress control. Recognizing these constraints, the marine industry will do everything within its power, consistent with safety and stability, to decrease the spread of known unwanted non-indigenous species. The introduction of new species from outside the system is under the control of the U.S. and Canadian Coast Guards through ballast water exchange regulations prior to entry into the system. This plan deals with the control of the spread of the European Ruffe from Western Lake Superior ports, in particular, Duluth/Superior or other harbors where Ruffe colonies are documented.

For Vessels Departing Lake Superior Ports West Of Ballast Demarcation Line

Operators of vessels pumping ballast water onboard in the above harbors, with ballast line intakes equipped with screens fitted with holes larger than 1/2 inches in diameter, are restricted at all times of the year in their pumping out of ballast water from these harbors into the Great Lakes or their Connecting Channels or harbors. This ballast water

should be pumped out west of a ballast demarcation line one mile east of Ontonagon, Michigan and Grand Portage, Minnesota. Ballast water from these harbors must not be pumped out within 5 miles of the south shore of Lake Superior while west of the ballast demarcation line. Ballast exchange should take place in water at least 20 fathoms (120 feet) deep.

Operators of vessels pumping ballast water onboard in the above harbors, with ballast line intakes equipped with screens fitted with holes 1/2 inch in diameter or less, are restricted only during the period between May 15 and September 15 in their pumping out of ballast water from these harbors into the Great Lakes or their Connecting Channels or harbors. During this 4-month period, these vessels should pump out the harbor ballast water west of a ballast demarcation line one mile east of Ontonagon, Michigan and Grand Portage, Minnesota. Harbor ballast water must not be pumped out within 5 miles of the south shore of Lake Superior while west of the ballast demarcation line. Ballast exchange should take place in water at least 20 fathoms (120 feet) deep.

If ballast exchange is not completed at the time the vessel reaches the demarcation line, exchange may continue in Lake Superior, but only in waters at least 40 fathoms (240 feet deep) and 15 miles from shore. In all cases, exchange must stop before proceeding east of 86 degrees west.

For Vessels Departing Lake Superior Ports East Of Ballast Demarcation Line

Vessels departing Thunder Bay should limit pumping ballast onboard as in paragraphs (1) and (2) above. These vessels may exchange ballast in Lake Superior, but only in waters at least 40 fathoms (240 feet deep) and 15 miles from shore. In all cases, exchange must stop before proceeding east of 86 degrees west.

For All Vessels Departing Lake Superior Ports

Operators of vessels pumping in ballast water from the above harbors and leaving the harbor with that water will maintain a record showing the amount of ballast water taken, the means of control, in any, and the location where the treated or untreated harbor ballast water was pumped out.

The ballast water records will be available for review by U.S. or Canadian Coast Guard personnel.

The above requirements will be waived for vessels, which attest by means of a log entry that the harbor ballast water from the above harbors will not be pumped out within the Great Lakes/St. Lawrence Seaway System (at least until reaching salt water). Masters of these vessels recognize that ballast water from the above harbors must not be pumped out in any other fresh or brackish water port and thus should exchange ballast with salt water.

Help Stop Exotic Species From Spreading!

Boaters can inadvertently spread exotic species from the Great Lakes to inland waters.

Before leaving Great Lakes ramps boaters should always:

- Drain water from bilge, motor, live wells and bait wells
- Remove weeds from boat, motor and trailer
- Dispose of left over bait in the trash, not in the water
- Rinse the boat with hot water, a high-pressure sprayer or let it dry for 5 days before launching in another water body.

2005 ENFORCEMENT POLICY FOR CARGO RESIDUES ON THE GREAT LAKES

This listing sets forth the current U.S. Coast Guard interim enforcement policy regarding the incidental discharge of cargo residues, what are commonly called "cargo sweepings," from commercial dry cargo carriers on the Great Lakes during 2005. The interim enforcement policy applies only to such cargo residues, and does not alter the strict prohibition of any discharge of oily waste, untreated sewage, plastics, dunnage, or other things commonly understood to be "garbage," from vessels on the Great Lakes. Also, it does not apply to residues of any substance known to be toxic or hazardous, such as nickel, copper, zinc, lead, or materials classified as "hazardous" in provisions of law or treaty, the discharge of which is strictly prohibited in all areas. This policy applies to United States vessels anywhere in the Great Lakes and vessels of any nation operating in the United States waters of the Great Lakes. This policy will remain in effect until September 30, 2008, after which the Coast Guard's authority to continue this policy will expire.

The Coast Guard is currently engaged in a policy review to seek a long term cargo residue discharge solution. In November 2004, the Coast Guard began an environmental assessment, necessary to promulgate a permanent authority.

The enforcement areas within which discharge will be penalized under Marpol V and Coast Guard regulations at 33 CFR Part 151, are generally stated in terms of required distances from land in statute miles, sometimes combined with depths, and special protection areas, subject to special exceptions as stated. A number of miles, without further modification, indicate the miles from land within which discharge will be penalized. The mile limits apply to all islands as well as main shorelines. Within each lake, mariners should check (a) rules applicable to specific cargos, (b) rules applicable to "all cargos" and "all cargos except clean stone," and (c) "special protection areas."

All miles are statute miles. 1 nautical mile = 1.151 statute miles, 1 statute mile = .87 nautical miles. (12 statute miles = 10.4 nautical miles, 13.8 statute miles = 12 nautical miles.)

Tributaries, Connecting Rivers, and St. Lawrence River

Limestone and Other Clean Stone:

No distance limitations, as long as no apparent impact on wetlands, fish spawning areas, and potable water intakes.

All Other Cargos:

No discharge.

Lake Ontario

Limestone and Other Clean Stone:

No distance limitations, as long as no apparent impact on wetlands, fish spawning areas, and potable water intakes.

Iron Ore:

6 miles.

Other Nonhazardous Dry Bulk Cargo Residues:

13.8 miles.

Lake Erie

Limestone and Other Clean Stone:

No distance limitations, as long as no apparent impact on wetlands, fish spawning areas, and potable water intakes.

Iron Ore:

6 miles, generally, but no discharge in Western Basin (west of a line due south from Point Pelee), unless covered by the special rule on the Western Basin below.

Coal and Salt:

13.8 miles generally, but no discharge in Western Basin (west of a line due south from Point Pelee), unless covered by the special rule on the Western Basin below.

Iron Ore, Coal, and Salt in the Western Basin:

No discharge in the Western Basin (west of a line due south from Point Pelee) except for vessels needing to discharge iron ore, coal, or salt residue after unloading in Toledo or Detroit and immediately thereafter loading new cargo in Toledo, Detroit, or Windsor. These vessels may discharge the iron ore, coal, or salt residue over the dredged navigation channels running between Toledo Harbor Light and Detroit River Light.

Other Nonhazardous Dry Bulk Cargo Residues:

13.8 miles generally, but no discharge in Western Basin (west of a line due south from Point Pelee).

Lake St. Clair

Limestone and Other Clean Stone:

No distance limitations, as long as no apparent impact on wetlands, fish spawning areas, and potable water intakes.

All Other Cargos:

No discharge.

Lake Huron

Limestone and Other Clean Stone:

No distance limitations, as long as no apparent impact on wetlands, fish spawning areas, and potable water intakes.

Iron Ore:

6 miles, generally.

Special rules for vessels upbound along the Michigan thumb: (a) 3 miles from shore between 5.8 miles northeast of entrance buoys 11 and 12 to the track line turn abeam of Harbor Beach. (b) For vessels bound for Saginaw Bay only, 4 miles from shore and not less than 10 fathoms of depth between the track line turn abeam of Harbor Beach and 4 miles northeast of Pte. Aux Barques Light. (No discharge anywhere in Saginaw Bay.)

Coal and Salt:

13.8 miles generally. Special rules for vessels upbound along the Michigan thumb: (a) 3 miles from shore between 5.8 miles northeast of entrance buoys 11 and 12 to the track line turn abeam of Harbor Beach. (b) For vessels bound for Saginaw Bay only, 4 miles from shore and not less than 10 fathoms of depth between the track line turn abeam of Harbor Beach and 4 miles northeast of Pte. Aux Barques Light. (No discharge anywhere in Saginaw Bay.) See also coal below.

Coal:

Special rule for vessels upbound from Alpena into ports along the Michigan shore south of Forty Mile Point: 4 miles from shore and not less than 10 fathoms of depth.

Other Nonhazardous Dry Bulk Cargo Residues:

13.8 miles.

All Cargos Except Clean Stone:

No discharge anywhere in Saginaw Bay.

All Cargos:

No discharge in the following special protection area:

- Six Fathom Scarp Mid-Lake Special Protection Area: The area enclosed by rhumb lines connecting the following coordinates, beginning on the northernmost point and proceeding clockwise:

44°55'N	82°33'W
44°47'N	82°18'W
44°39'N	82°13'W

44°27'N	82°13'W
44°27'N	82°20'W
44°17'N	82°25'W

44°17'N	82°30'W
44°28'N	82°40'W
44°51'N	82°44'W

44°53'N	82°44'W
44°54'N	82°40'W

(*Note: This point lies approximately 0.5 statute miles east of the 161° LCA Westerly Limit Downbound line, thus allowing discharge while passing the Scarp within 0.5 miles of the limit line.)

Lake Michigan

Limestone and Other Clean Stone:

No distance limitations, as long as no apparent impact on wetlands, fish spawning areas, and potable water intakes.

Iron Ore:

General rule: 12 miles from shore north of 45°N and 6 miles from shore south of 45°N.

Special rules: (a) Discharge allowed at 4.75 miles off Big Sable Point and Point Betsie, along established LCA track lines. (b) Discharge allowed along 056.25° LCA track line between points due east of Poverty Island to a point due south of Port Inland Light.

Coal and Salt:

General rule of 13.8 miles. See also coal below.

Coal:

Special rules for coal: (a) Discharge allowed along 013.5° LCA track line between 45°N and Boulder Reef, and along 022.5° LCA track running 23.25 miles between Boulder Reef and the charted position of Red Buoy #2. (b) Discharge allowed along 037° LCA track line between 45°20'N and 45°42'N. (c) Discharge allowed along 056.25° LCA track line between points due east of Poverty Island to a point due south of Port Inland Light. (d) Discharge allowed at 3 miles for coal carried between Manistee and Ludington along customary route.

Other Nonhazardous Dry Bulk Cargo Residues:

13.8 miles.

All Cargos Except Clean Stone:

No discharge anywhere in Green Bay.

All cargos:

No discharge in the following special protection areas:

- Milwaukee Mid-Lake Special Protection Area (not so labeled on charts): The area enclosed by rhumb lines connecting the following coordinates, beginning on the northernmost point and proceeding clockwise:

43°27.0'N	87°14.0'W
43°21.2'N	87°02.3'W
43°03.3'N	87°04.8'W
42°57.5'N	87°21.0'W
43°16.0'N	87°39.8'W
- Waukegan Special Protection Area (not so labeled on charts): The area enclosed by rhumb lines connecting the following coordinates, beginning on the northernmost point and proceeding clockwise:

42°24.3'N	87°29.3'W
42°13.0'N	87°25.1'W
42°12.2'N	87°29.1'W
42°18.1'N	87°33.1'W
42°24.1'N	87°32.0'W

Lake Superior

Limestone and Other Clean Stone:

No distance limitations, as long as no apparent impact on wetlands, fish spawning areas, and potable water intakes, but not in special protection areas listed below.

Iron Ore:

6 miles, generally. Special rule of 3 miles off northwestern shore between Duluth and Grand Marais.

Coal and Salt:

13.8 miles generally. Special rule of 3 miles off northwestern shore between Duluth and Grand Marais.

Cement:

13.8 miles generally. Special rule of 3 miles off shore of Lake Superior west of a line due north from Bark Point.

Other Nonhazardous Dry Bulk Cargo Residues:

13.8 miles.

All cargos:

No discharge in the following special protection areas:

- Caribou Island & Southwest Bank Protection Area: The area enclosed by rhumb lines connecting the following coordinates, beginning on the northernmost point and proceeding clockwise:

47°30.0'N	85°50.0'W
47°24.2'N	85°38.5'W
47°04.0'N	85°49.0'W
47°05.7'N	85°59.0'W
47°18.1'N	86°05.0'W
- Stannard Rock Protection Area: 6 miles radius from Stannard Rock Light.
- Superior Shoal Protection Area: 6 miles radius from the center of Superior Shoal, at 48°03.2'N 87°06.3'W.

For further information, contact **Cdr. Mike Gardiner, Chief, Marine Safety Analysis and Policy, Ninth U.S. Coast Guard District, 1240 E. Ninth Street, Cleveland, Ohio, 44199-2060, (216) 902-6049, Fax (216) 902-6059.**

POLLUTION REGULATIONS - OIL AND HAZARDOUS SUBSTANCES

DISCHARGES PROHIBITED: The Federal Water Pollution Control Act of 1972, as amended by the Clean Water Act of 1977, and the Oil Pollution Act of 1990, (33 USC 1321) states that the discharge of oil of any kind into or upon U.S. waters is prohibited. Any such discharge subjects the owner or operator of the violating vessel to a civil penalty of up to \$27,500. The accused shall be given notice and have an opportunity for a hearing before a penalty is assessed.

NOTIFICATION REQUIREMENTS: The person in charge of a vessel or facility from which a discharge is made must immediately notify the Coast Guard National Response Center at **1-800-424-8802**. If reporting to the National Response Center is not practicable, spill reports can be made to the cognizant Marine Safety Office in on page 35. Failure to make this immediate notification can subject the violator to criminal penalties of up to \$25,000 in fines, five years imprisonment, or both. Persons observing intentional and/or unreported discharges should make reports right away to aid Coast Guard investigations.

HAZARDOUS SUBSTANCES: Under the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA or "Superfund") and the Superfund Amendments & Reauthorization Act (SARA) of 1986, the USEPA published a list of designated hazardous substances in 40 CFR Part 302 and Part 117. These lists establish a reportable quantity for individual hazardous substances. Spills or release at or above the reportable quantity into the environment (air, land, surface water, ground water) must be reported to the National Response Center **1-800-424-8802**. If reporting to the National Response Center is not practicable, spill reports can be made to the cognizant Coast Guard Marine Safety Offices listed on page 35.

OIL AND HAZARDOUS SUBSTANCES CLEANUP: The law requires that the owner or operator of a vessel or facility from which a discharge of oil or a release of a hazardous substance occurs (often called the Responsible Party or "RP") take action to clean up the discharge or release. For hazardous substances, it does not matter if a reportable quantity has been exceeded or not, the RP is responsible for the cleanup. If the RP does not clean up the discharge or release properly or ensure that the contractor that the RP hires conducts a proper, the Federal Government will assume responsibility for the cleanup. If this occurs, the RP may be liable for up to three times the cost of the Federal Government cleanup and may lose their limits of liability. The use of **soaps** or other dispersing agents or chemicals to dissipate oil is more harmful to the marine environment than if the oil had been left alone. Per 33 CFR 153.305, use of these agents (even agents that claim to be "approved" by the EPA by virtue of being on the NCP Product Schedule) without the permission of the Captain of the Port is against the law. You may be penalized up to \$27,500 for each incident.

POLLUTION REGULATIONS - GARBAGE AND PLASTIC

The discharge of ship-generated garbage into U.S. waters is prohibited. Violators face a possible civil penalty of \$25,000. Willful violations are considered a Class "D" felony. A Class "D" felony can be punishable by imprisonment of not more than six years and a fine of \$250,000 for an individual, and \$500,000 for an organization. The regulations can be found in Title 33, Code of Federal Regulations, Part 151. 33 CFR may be accessed at www.access.gpo.gov/nara/cfr/cfr-table-search.html#page1

HAZARDOUS MATERIALS INCIDENT REPORT

Title 49 Code of Federal Regulations Parts 171.15 and 171.16 specifies notification requirements for incidents involving certain hazardous materials. These requirements apply to persons engaged in the transportation of hazardous materials by vessel. Specific information concerning the notification may be obtained from the Coast Guard Marine Safety Offices on page 35.

POLLUTION REGULATIONS – SEWAGE/GRAY WATER

The state of Michigan, along with some other Great Lakes states, has a No Discharge Zone in effect which prohibits any discharge of sewage into the water from any vessel, and also prohibits any discharge of gray water from commercial vessels. The Clean Water Act (CWA) was passed in 1972 to restore and maintain the chemical, physical, and biological integrity of our Nation's waters. Section 312 of the CWA, entitled "Marine Sanitation Devices" gives Environmental Protection Agency and States the authority to designate No Discharge Zones (NDZ's), areas of a waterbody or an entire waterbody into which the discharge of sewage (whether treated or untreated) from all vessels is completely prohibited. NDZ's are designed to give States an additional tool to address water quality issues associated with sewage contamination. The EPA and the state of Michigan have designated the coastal waters, estuaries, and the inter-connected waterways of the Great Lakes within Michigan as a NDZ.

Under Section 312 of the CWA, “**Gray water**” means galley, bath, and shower water; “**Sewage**” means human body wastes and the wastes from toilets and other receptacles intended to receive or retain body wastes except that, with respect to commercial vessels on the Great Lakes, such term shall include graywater; “**Discharge**” includes, but is not limited to, any spilling, leaking, pumping, pouring, emitting, emptying or dumping. “**Coastal waters**” means, in the Great Lakes area, the waters within the territorial jurisdiction of the United States consisting of the Great Lakes, their connecting waters, harbors, roadsteads, and estuary-type areas such as bays, shallows and marshes. USCG regulations at 33 CFR 159.7 prohibit the operation of vessels with toilet facilities unless it has a proper Marine Sanitation Device (MSD), and also prescribes certain steps that vessel operators must take to secure their MSD when operating in a NDZ. 33 CFR part 159 may be found at www.access.gpo.gov/nara/cfr/waisidx_99/33cfrv2_99.html. For EPA information on Marine Sanitation Devices, see www.epa.gov/owow/oceans/vessel_sewage/.

NOTICE OF MARINE CASUALTY

Title 46 Code of Federal Regulations Part 4.05-1 specifies notification of a marine casualty as follows: immediately after the addressing of resultant safety concerns, the owner, agent, master, operator, or person in charge, shall notify the nearest Marine Safety Office Marine inspection Office or Coast Guard Group Office whenever a vessel is involved in a marine casualty consisting in -

- (1) An unintended grounding, or an unintended strike of (allision with) a bridge;
- (2) An intended grounding, or an intended strike of a bridge, that creates a hazard to navigation, the environment, or the safety of a vessel, or that meets any criterion of the following:
 - (a) A loss of main propulsion, primary steering, or any associated component or control system that reduces the maneuverability of the vessel;
 - (b) An occurrence materially and adversely affecting the vessel's seaworthiness or fitness for service or route, including but not limited to fire, flooding, or failure of or damage to fixed fire-extinguishing system, life-saving equipment, auxiliary power-generating equipment, or bilge-pumping systems;
 - (c) A loss of life;
 - (d) An injury that requires professional medical treatment (treatment beyond first aid) and, if the person is engaged or employed on board a vessel in commercial service, that renders the individual unfit to perform his or her routine duties; or
 - (e) An occurrence causing property-damage in excess of \$25,000, the damage including the cost of labor and material to restore the property to its condition before the occurrence, but not including the cost of salvage, cleaning, gas-freeing, dry-docking, or demurrage.

Notice given as required by 33 CFR 160.215 satisfies the requirement of this section if the marine casualty involves a hazardous condition as defined by 33 CFR 160.203.

As per Title 46 Code of Federal Regulations Part 4.05-5 the substance of the marine casualty notification must include the following:

- Name and official number of the vessel involved
- Name of the vessel's owner or agent
- The nature and circumstances of the casualty
- The location in which the casualty occurred
- The nature and extent of injury to personnel
- The damage to property.

In addition to the immediate notification to the Coast Guard of a marine casualty, Title 46 Code of Federal Regulations Part 4.05-10 requires that the owner, agent, master, operator or person in charge also file a written report of the marine casualty, within five days. This written report must be delivered to a Coast Guard Marine Safety Office or Marine Inspection Office. It must be provided on Form CG-2692 (Report of Marine Accident, Injury or Death), supplemented as necessary by appended Forms CG-2692A (Barge Addendum). Forms can be downloaded at: <http://www.uscg.mil/hq/g-m/nmc/genpub.htm>

GREAT LAKES PILOTAGE

All foreign vessels and U.S. vessels under register are required to have a U.S. or Canadian pilot aboard. Exceptions are provided under the Great Lakes Pilotage Act of 1960, whereby U.S. and Canadian vessels operating regularly upon the Great Lakes or between ports in the Great Lakes and the St. Lawrence River are not required to take United States or Canadian registered pilots. This exception is extended to Canadian vessels making an occasional voyage from the Great Lakes to the Canadian Maritime Provinces.

Canadian vessels making more than an occasional voyage to the Maritimes or trading to United States coastal ports or overseas are NOT exempt from Great Lakes Pilotage.

Canadian vessels that operate regularly on the Great Lakes during the Great Lakes navigation season but which operate outside of the Great lakes during the non-navigation season (closed period) are required to engage a United States or Canadian registered pilot in the designated waters of the Great Lakes on their first voyage into the Great Lakes until all foreign cargo on board is discharged, or if the vessel is without cargo, to the first port inside the system if the vessel is coming directly from a foreign port outside the system. In addition, these Canadian vessels are required to engage a United States or Canadian registered pilot in the designated waters of the Great Lakes on their exit voyage from the first port where foreign cargo is loaded or from the last port of call within the system if the vessel is proceeding without cargo directly to a foreign port outside the system. Except as indicated above, these Canadian vessels are not required to engage a United States or Canadian registered pilot provided they meet all other applicable United States and Canadian requirements. For purposes of interpretation, "Foreign Cargo" on the exit voyage means cargo destined for a port outside Canada and outside the Great Lakes, and on the entrance voyage means cargo loaded outside Canada and outside the Great Lakes. A foreign port means a port outside Canada and outside the Great Lakes. Generally, the designated waters are the St. Lawrence River from St. Regis to Lake Ontario, Lake Erie west of Southeast Shoal, Detroit River, Lake St. Clair, St. Clair River, and St. Mary's River.

Any owner, master, or person in charge of a vessel and who violates the provisions of the Act shall be liable for a civil penalty not exceeding \$500 for each violation. Each day the vessel shall be so operated shall constitute a separate violation.

For further information contact Director, Great Lakes Pilotage, U.S.C.G. Headquarters (G-MWP) Room 1406 2100 2nd St SW, Washington D.C. 20593; (202) 267-0407.

Pilotage Requirements On The Great Lakes

<u>Status of Vessel</u>	<u>Designated Waters</u>	<u>Undesignated Water</u>
United State or Canadian Laker*	Licensed or Certified Pilot in Control	Licensed or Certified Pilot in Control
United State or Canadian Vessel in Foreign Trade*	Registered Pilot in Control	Registered or Licensed or Certified Pilot Aboard
Foreign Vessel**	Registered Pilot in Control	Registered Pilot Aboard

*Individual United States or Canadian vessels may change back and forth from "salty" to "laker" status. A United States vessel may automatically shift from the "registry" endorsement to the "coastline" endorsement on her document. A Canadian vessel must first purge herself of any foreign cargo or, if in ballast, make a first port stop, and "regularly operate" in the lakes for the season.

** For purposes of this table, "foreign" means "third country," not United States or Canadian.

USEFUL INTERNET SITES

CHARTS & PUBLICATIONS

Canadian Hydrographic Service (CHS)	http://www.charts.gc.ca/
Geomatics Canada	http://www.geod.nrcan.gc.ca/
National Geospatial-Intelligence Agency	http://www.nga.mil
U.S. Geological Survey (USGS)	http://mapping.usgs.gov

COAST GUARD

Canadian Coast Guard	http://www.ccg-gcc.gc.ca
United States Coast Guard	http://www.uscg.mil
U.S. Coast Guard Marine Safety and Environmental Protection	http://www.uscg.mil/hq/g-m/
Ninth Coast Guard District (news, units, services)	http://www.uscg.mil/d9/uscgd9.html
U.S. Coast Guard Auxiliary	http://www.cgaux.org/
U.S. Coast Guard Navigation Center	http://www.navcen.uscg.mil
U.S. Coast Guard Ninth District - Great Lakes	http://www.uscg.mil/d9

CUSTOMS & IMMIGRATION

Citizenship & Immigration Canada	http://cic.gc.ca/
Revenue Canada - Customs	http://www.ccr-aadrc.gc.ca/customs
U.S. Customs Service	http://www.customs.gov
U.S. Immigration & Naturalization (INS)	http://www.ins.usdoj.gov

ENVIRONMENT

Department of Natural Resources -	
Illinois	http://dnr.state.il.us
Indiana	http://www.state.in.us/dnr/boating
Michigan DNR (mostly fish & game issues)	http://www.dnr.state.mi.us
Michigan DEQ (environmental issues)	http://www.deq.state.mi.us
Michigan	http://www.dnr.state.mi.us
Minnesota	http://www.dnr.state.mn.us
New York State	http://unix2.nysed.gov
Ohio	http://www.dnr.state.oh.us
Ontario Ministry of Natural Resources	http://www.mnr.gov.on.ca/MNR
Pennsylvania	http://www.dcnr.state.pa.us
Wisconsin	http://www.dnr.state.wi.us
Great Lakes - St. Lawrence Water Levels	http://www.great-lakes.net/envt/water
National Data Buoy Center	http://www.ndbc.noaa.gov
National Park Service (NPS)	http://www.nps.gov
National Weather Service - Cleveland, OH	http://www.csuohio.edu/nws
Parks Canada	http://parks canada.pch.gc.ca
U.S. Fish & Wildlife Service	http://www.fws.gov
U.S. National Ocean Service (NOAA)	http://www.nos.noaa.gov

ST. LAWRENCE SEAWAY

St. Lawrence Seaway Development Corporation	http://www.seaway.dot.gov
St. Lawrence Seaway Management Corporation	http://www.seaway.ca

U.S. ARMY CORPS OF ENGINEERS

Great Lakes & Ohio River Division	http://www.lrd.usace.army.mil
Mississippi Valley Division	http://www.mvd.usace.army.mil
Latest Notices Posted Detroit Division	http://www.lre.usace.army.mil/index.cfm?chn_id=1954

OTHER

Federal Blue Pages Online	http://www.bp.fed.gov
Federal Communications Commission	http://www.fcc.gov
Federal Information Exchange	http://www.info.gov
U.S. Code of Federal Regulations (CFR)	http://www.gpoaccess.gov/cfr/index.html
U.S. Power Squadron	http://www.usps.org

DISTRESS COMMUNICATIONS FORM

EMERGENCY TEAR-OUT SHEET

INSTRUCTIONS: Complete this form now (except for items 6 through 9) and post near your radiotelephone.

Speak **SLOWLY - CLEARLY - CALMLY**

1. Make sure your radiotelephone is on.
2. Select either VHF Channel 16 (156.8 MHz) or 2182 kHz.
3. Press microphone button and say: "**MAYDAY - MAYDAY - MAYDAY**"

4. THIS IS _____
your boat name your boat name your boat name your call letters

5. Say: "**MAYDAY**: _____"
your boat name

6. **TELL WHERE YOU ARE** (What navigational aids or landmarks are near?)

7. STATE THE NATURE OR YOUR DISTRESS.

8. GIVE NUMBER OF ADULTS AND CHILDREN ABOARD, AND CONDITIONS OF ANY INJURED.

9. ESTIMATE PRESENT SEAWORTHINESS OF YOUR BOAT.

10. BRIEFLY DISCRIBE YOUR BOAT:

_____ ; _____ FEET;
State Registration No. Length

_____ FEET; _____ ; _____ HULL; _____ TRIM;
Draft Type Color Color

_____ MASTS; _____ POWER; _____
Number Type/Horsepower Construction Material

Anything else you think will help the rescuers to find you

11. Say: "**I WILL BE LISTENING ON CHANNEL 16 / 2182.**"
(Cross out channel no. or frequency that does not apply)

12. End Message by saying: "**THIS IS** _____ **OVER,**"
(your boat name and call sign)

13. Release microphone button and listen: Someone should answer.
IF THEY DO NOT, REPEAT CALL, BEGINNING AT ITEM 3.
If there is still no answer, switch to another channel and begin again.

VESSEL INFORMATION DATA SHEET

When requesting assistance from the Coast Guard, you may be asked to furnish the following details. This list should therefore, be filed out as completely as possible and posted alongside your transmitter with the Distress Communications form.

1. DESCRIPTION OF VESSEL REQUIRING ASSISTANCE.

Boat Name: _____, Numbers: _____
Sail: _____, Power: Inboard _____, Outboard _____, I/O _____
Type of vessel: (Ketch, sloop, sedan or express cruiser, row boat, etc.) _____
Manufacturer or class _____
Boat Length _____. Draft _____. Home Port _____
Hull Markings (color trim etc.) _____

2. SURVIVAL GEAR ABOARD

Personnel Flotation Devices	_____
Flares	_____
Flashlight	_____
Raft	_____
Dinghy or Tender	_____
Anchor	_____
Spotlight	_____
Auxiliary power	_____
Horn	_____

3. ELECTRONIC EQUIPMENT

Radiotelephone(s) VHF MF HF	_____
Channels/Frequencies available	_____
VHF Channel 22A	_____
MF--2670 kHz	_____
Radar	_____
Depth Finder	_____
Loran	_____
Direction Finder	_____
EPIRB	_____
Cellular Telephone	_____
DGPS/GPS	_____

4. VESSEL OWNER/ OPERATOR

Name _____ Telephone Number _____
Address _____

Is Owner/Operator an experienced sailor? Yes No

5. MISCELLANEOUS

Be prepared to describe the local weather conditions, depth of water etc.

MEDICAL EVACUATION CHECKLIST

1. PATIENT INFORMATION

A. NAME & NATIONALITY: _____
B. SEX: _____ AGE: _____ HEIGHT: _____ WEIGHT: _____

2. VITAL SIGNS

A. PULSE: _____ AND _____ TEMP: _____
(no./min.) (weak/normal/pounding)
B. RESP: _____ AND _____ BLOOD PRESSURE: _____
(no./min.) (shallow/normal/deep) (if known)

3. GENERAL SYMPTOMS

A. DESCRIPTION OF THE INJURY OR ILLNESS: _____
B. KNOWN MEDICAL PROBLEMS: _____
C. TIME OF INJURY/ONSET OF ILLNESS: _____
D. LOCATION OF INJURY/PAIN: _____
E. TYPE OF PAIN: _____
F. PATIENT CONSCIOUS? YES/NO AMBULATORY? YES/NO
G. PUPILS DILATED? YES/NO REACTIVE? YES/NO EQUAL? YES/NO
H. CONVULSIONS? YES/NO SIGNS OF SHOCK? YES/NO
I. SKIN CONDITION: _____
(DRY / SWEATY) (BLANCHED / YELLOW / RED / NORMAL)

4. SHIP INFORMATION

A. NAME: _____ CALL SIGN: _____
NATIONALITY: _____
B. POSITION: _____ N, _____ W, TIME _____
C. COURSE/SPEED: _____ T/ _____ KTS
D. WX: WIND _____ SEA _____ VIS _____ CLOUD COVER _____
E. TYPE OF VESSEL: _____
F. CONFIGURATION: _____
(LOCATION OF BRIDGE, BOOMS, MASTS, BEST HOISTING AREA)
G. LAST PORT OF CALL: _____ DATE DEPARTED: _____
H. NEXT PORT OF CALL: _____ ETA: _____
I. CONTRACT MEDICAL FACILITY? _____
J. AGENT/OWNER: _____ NOTIFIED? _____
(YES/NO)
K. PHONE NUMBER: () _____
L. COMMS SCHEDULE: EVERY _____ MINUTES ON CH _____, COMMENCING
AT _____ HOURS.

5. MEDEVAC RENDEZVOUS:

A. AT POSITION: _____ N, _____ W,
B. TIME _____
C. RESPONDING UNITS CALL SIGN: "COAST GUARD _____"

6. DOCTOR'S RECOMMENDED TREATMENT: _____

DRAWBRIDGE / OPERATION DELAYS

To: Commander (obr)
Ninth Coast Guard District
1240 E. 9th Street – Room 2025
Cleveland, Ohio 44199-2060
(216) 902-6084
fax: (216) 902-6088

DATE: _____

NOTE: Reports of Delay will be processed
only when all items are fully addressed
and reports submitted with 15 days of
reported delay / difficulty.

1. NAME OF VESSEL: _____
2. PORT: _____
3. DATE OF DELAY: _____
4. BRIDGE NAME:
WATERWAY: _____ MILE: _____

NOTE: IF DELAY IS AT A RAILROAD BRIDGE, AND TRAINS ARE “CONTINUOUSLY” BEING RUN ACROSS, PLEASE
INDICATE ON REVERSE SIDE OF FORM THE STARTING AND ENDING TIMES FOR EACH TRAIN.

5. IF ADVANCE NOTICE IS REQUIRED FOR OPENING, NOTICE GIVEN:
DATE: _____ TIME: _____ TO WHOM: _____
6. TIME FIRST SIGNAL GIVEN FOR BRIDGE: _____
7. TIME FIRST SIGNAL RECEIVED FROM BRIDGE: _____
(Did response indicate immediate opening could be expected or that there would be a delay?)
8. TIME BRIDGE OPENED: _____ TIME LOST: _____
TOTAL TIME LOST: _____ (Including time required for checking, stopping, anchoring)
9. WHAT WAS THE REASON FOR THE DELAY? _____

10. WHAT NAVIGATIONAL OR MANEUVERING DIFFICULTIES WERE CAUSED BY DELAY? _____

PRINTED OR TYPED NAME AND ADDRESS OF COMPLAINTANT:

PHONE NUMBER AND/OR E-MAIL ADDRESS:

SIGNATURE

**Commanding Officer
Marine Safety Office Buffalo
1 Fuhrman Blvd.
Buffalo, NY 14203-3189
TEL: 716-843-9570
FAX: 716-843-9571**

**Commanding Officer
Marine Safety Office Cleveland
1055 E. Ninth Street
Cleveland, Ohio 44114-1092
TEL: 216-937-0111
FAX: 216-522-3290**

**Commanding Officer
Marine Safety Office Duluth
600 S. Lake St. Canal Pk.
Duluth, MN 55802
TEL: 218-720-5286
FAX: 218-720-5258**

**Commanding Officer
Marine Safety Office Detroit
110 Mt. Elliot Ave.
Detroit, MI 48207-4380
TEL: 313-568-9580
FAX: 313-568-9581**

**Commanding Officer
Marine Safety Office Milwaukee
2420 S. Lincoln Mem. Hwy
Milwaukee, WI 53207-1997
TEL: 414-747-7155
FAX: 414-747-7890**

**Commanding Officer
Marine Safety Office Toledo
420 Madison Ave
Suite 700
Toledo, Ohio 43604-1590
TEL: 419-418-6000/01
FAX: 419-259-6374**

**Commanding Officer
Marine Safety Office Chicago
215 W. 83rd. St. Suite D
Burr Ridge, IL 60521-7059
TEL: 630-986-2155
FAX: 630-986-2120**